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THOUGHT ALL ARE LOST

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A Colonist Man's Graphic Story

GREAT LOSS OF LIFE

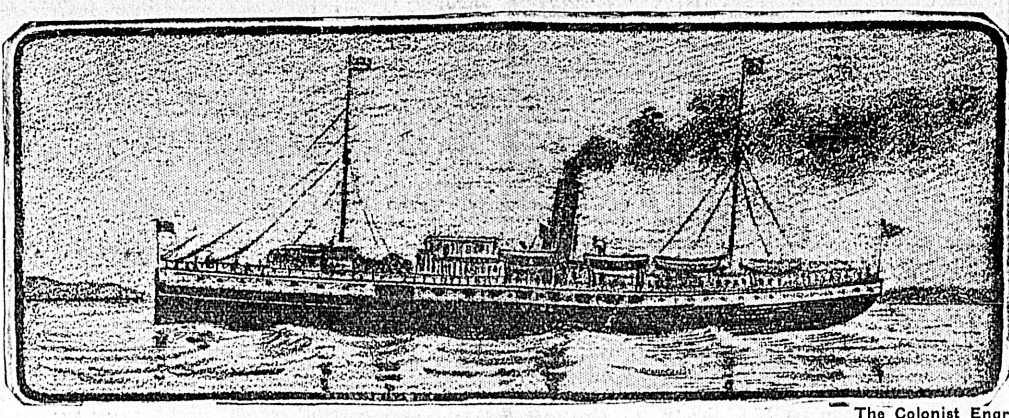
Rumors Increase That Nearly All of the Passengers and Crew Were Lost

ON REACHING THE WRECK SUCCORING STEAMERS FOUND A HEAVY SEA RUNNING

Special Correspondent Describes What Was Done on Arrival of the Helping Vessels From Victoria--Vain Endeavor to Succor Survivors

There seems every probability that the major portion of the passengers and crew of the steamer Valencia, ashore on the rocky coast of Vancouver Island, have met a watery grave, as no persons could be seen alive on the wrecked vessel when the rescuing ships approached.

A despatch received from J. W. Lorimer, special correspondent of The Colonist, dated Bamfield Creek, January 24, 1:25 p. m., says: "The steamer Valencia was located by the steamer Queen at 9 a. m. on Point Klanaway, about five miles from Cape Beale. "The Czar went in to investigate and reported that she was ashore, stern first, with decks swept clear, with the exception of a small part of the house, and the two masts still standing. "From the rigging of the foremast was what appeared to be a signal, but the Czar's master was unable to say if it was a signal, or a human being. "The Salvor stood in for about two miles but was unable to approach nearer, as the heavy southwest sea was making it impossible and dangerous to go in. "The tug Czar was within three quarters of a mile from the wreck, but could go no further. "After making as complete an examination as possible the Czar returned, to where the steamers Queen and Salvor were lying. "The Salvor, with the Czar, then started for Bamfield Creek cable station, and left the steamer Queen standing by. "When the Salvor left the scene there was a heavy swell from the southwest and the rain was falling in torrents. "Those on board the steamer Queen reported having heard three gun-shots before the arrival of the Salvor, but nothing of any living person was to be seen. "Advices from Cape Beale say that fifteen men have arrived there, one of whom was the boatswain and the others sailors. "They report a passenger list of 94 and a crew of 60, and when they left the wreck on Tuesday morning there were about 100 people on board, all huddled on the quarter deck. "Two boats were smashed alongside on being lowered, and all the occupants drowned. "The Valencia had left San Francisco about 11 o'clock on Saturday last. "Her officers were running by dead reckoning and were on the lookout for the Umatilla reef lightship when their vessel struck. "The steamer was backed off after she struck, the water filling the engine room and the fires being put out, forcing the engineers out of their department, but not before the vessel was driven hard on the beach. "Among the survivors was the boat's crew, who was sent for assistance, the members of which are still at Cape Beale. "Mr. Logan, lineman, Lightkeeper Daykin and J. Martin all went to the wreck this morning at 4 a. m., overland, taking with them ropes, etc., wherewith to render any assistance possible. "Three men also left here this morning over the trail."



The Wrecked Steamer Valencia

FULL LIST OF SURVIVORS.

Cape Beale, Jan. 24.—Just got the following from the nine survivors who reached Darling Hut yesterday: They were in a boat and got washed ashore on the beach about noon. Their names are F. F. Bunker, assistant school superintendent at Seattle, whose wife and two daughters are drowned; D. F. Ritchley, fireman; Carl Samuel, first-class passenger bound for Seattle; Mike Hone, a second-class passenger, and one named C. Brown; one Japanese second cabin passenger named Y. Hosoda, from Oakland for Seattle. The names of the six who reached here are T. J. McCarthy, boatswain; Thomas Shields; F. Campbell, a second-class passenger, who lost his wife and 16-year-old daughter; B. E. Ledhos, fireman; Albert Wells, a young man 17 years old belonging to the United States navy; John Mark, W. Goslan, Thomas Lampson, C. Brown, all seamen of San Francisco.

OF the 154 people on board the steamer Valencia when she struck near Klanaway rock, five miles from Cape Beale, at 11:45 p. m. on Monday night and met disaster, but 15 were saved. Seven were passengers; eight were of the crew. The dead number 139—the greatest loss of life in the North Pacific since the Pacific was lost in 1873. The steamer, in whose rigging about thirty people were clinging, frantically waving for assistance which could not be given when the steamer Queen left the scene at 11:30 a. m. broke up about 5 p. m., sweeping to death those few who had survived those terrible hours of privation, chilled and numbed to the limit of endurance by clouds of spray which swept over them.

Bluejackets to the Rescue

The tug Lorne, which Mayor Morley sent at 11 p. m. after the sad news was brought by the Queen of men clinging to the rigging of the partially submerged vessel and the blue jackets who went on her by order of Capt. Parry of H.M.S. S. Egeria with surf boats to endeavor to reach the wreck, will arrive too late, as the sea had calmed all before the Queen had reached Victoria.

The steamers Queen and Salvor, and tug Czar stood by the wreck yesterday morning unable to do anything for the unfortunates who remained on the wreck. From the Queen they were seen yesterday morning huddled in the rigging, signalling madly. Some were tied up in blankets as though men sought to protect women or children from the awful exposure in the clouds of surf which broke over the wreck as the sea struck her, fast breaking the few decks above the hurricane deck which alone remained above water, the fore part being submerged.

The Queen stood off half a mile, being unable to approach nearer, and the tug Czar, rolling so that it seemed that she would turn over in the heavy sea, endeavored to approach closer. Seen from the Czar in the haze the tug's officer said they saw no one on board, but Capt. Cousins of the Queen says he saw clearly from 20 to 30 people. Others estimated the number in the rigging at 30 or 40. Their chances, as Capt. Cousins said on arrival last night, with a sigh, are slim indeed.

Three guns were heard fired from the steamer at 10 a. m. and those on the Queen believed they were endeavoring to get lines on shore, whence the only available assistance was expected this afternoon, as the vessel was breaking.

Mayor Sent Tug Lorne

Mayor Morley of Victoria chartered the tug Lorne when he heard Capt. Cousins' report, and Capt. Parry, in command of the naval station at Esquimalt, despatched a lifeboats' crew of H.M.S. Egeria with surf boats to see what could be done, if anyone still remained on the wreck when the Lorne arrived, which was improbable. The steamer Salvor and tug Czar, whose crews thought none remained on the wreck—the Czar did not get a message which those on the Queen sought to give telling of the people in the rigging—left the wreck last afternoon before a party was sent to see if any assistance could be rendered from landward.

The Queen remained until 11:30 a. m. when the steamer City of Topeka, with Assistant General Manager Pharo of the Pacific Coast Steamship Co. on board, arrived to relieve the Queen, which was ordered to Victoria.

The cable staff at Bamfield creek and lightkeeper T. Patterson of Cape Beale did all possible to send parties with lines, etc., to the scene of the wreck by land, and it was expected that some of those men would be able to reach the wreck this morning, although it was feared their work would avail little, as the coast line there is high, with a high bluff offering scant chance of safe landing from the wreck, unless with life lines from shore to the steamer.

Has Broken Up

Further despatches from Cape Beale last night indicate that the tug Lorne which left at 11 p. m. with a party of bluejackets from H.M.S. Egeria with surf boats to endeavor to assist those seen in the rigging of the Valencia, will arrive too late. Confirmation advises state that the steamer has broken up, having gone to pieces as a result of the pounding of the heavy sea yesterday afternoon.

FINAL EFFORT AT RESCUE

A last desperate effort to reach the Valencia, and if possible to rescue those said to be in her rigging, will be attempted by the tug Lorne, Captain Butler, and a picked crew with a lifeboat from H. M. S. Egeria. The tug left the outer wharf at 11 o'clock last night and was scheduled to meet the lifeboat outside Esquimalt harbor and proceed at once to the scene of the disaster.

Acting on the adage that "While there's life there's hope," Mayor A. J. Morley, immediately on the arrival of the Queen and learning that there was a chance to save lives, promptly chartered the tugboat Lorne and commissioned Captain Butler on behalf of the city of Victoria to leave no stone unturned to effect a rescue.

Next His Worship called on Captain Parry of H. M. S. Egeria, who in ten minutes had ready to place at the disposal of the city a fully equipped lifeboat and a picked crew in charge of a special officer. Instructions were given for the lifeboat to meet the tug at the mouth of the harbor at 11 o'clock.

His Worship, assisted by Chief of Police John Langley, worked energetically all evening to have on board a stock of medical supplies and blankets, so that the Lorne goes forth to the rescue fully equipped in case of any emergency.

TEN MORE SURVIVORS

(3:30 a. m., Thursday)

Steamer City of Topeka tonight picked up a life raft with ten other survivors of the steamer Valencia. Those rescued were: John Johnson, third cook; C. L. Allison, a tourist bound to St. Paul; Dorstly, a fireman; John Cigodas, a fireman; Thomas Carriek, third assistant engineer; S. O'Brien, waiter; G. Willis, passenger; P. Primer, fireman; G. S. Harraden, passenger; and M. Tarpy, quartermaster.

Lineman Logan and party which went from Clo-oose with ropes, etc., were unable to reach the wreck, having failed to locate it. They are on the east side of Darling creek and the party which left Bamfield is on the west side. The creek is in flood and the parties cannot communicate.

The report that there were men in the rigging, as brought by the steamer Queen on her return to Victoria, was made known at Bamfield this afternoon and volunteers were called for to proceed by land. The crew of the Salvor volunteered to a man. Four men were chosen and were about to start when further messages were received that all had perished.

The six survivors who arrived at Bamfield tonight were taken on board the steamer Salvor and will be brought to Victoria on Friday.

Message From Salvor

A despatch received by W. F. Bullen of Esquimalt, one of the owners of the steamer Salvor, from his brother, H. F. Bullen, on board at Bamfield, says the Valencia broke up this afternoon. Since about noon yesterday assistance from sea was impossible. The steamer was broken up.

en up. Only fifteen survived. Have sent parties over the trail. Expect to leave tomorrow night. Home Friday. By J. W. Lorimer, Staff Correspondent of The Colonist

Bamfield, Jan. 24.—Six of the crew of the Valencia arrived here at 6 o'clock, including Boatswain McCarthy, Thomas Shields, Thomas Lamson, W. Goslin, C. Brown and John Mark. In a conversation with McCarthy he said to me: "We left San Francisco at 11:54 a. m. Saturday. From Monday at 6 p. m. the first officer, one seaman and quartermaster had been sounding, and up to ten minutes before the steamer struck had sounded in 30 fathoms. The soundings were made three and four times an hour. "The steamer struck at 11:45 p. m. Monday and about midnight. Shortly before she struck the vessel was going at half speed. When she struck she was going at less than half speed. As soon as she struck the captain ordered 'Halt' and 'starboard' and gave orders to sound the bilges, which was done, and the steamer did not appear to be making water. The captain then called to the engine room and asked if the vessel was making water. Before the engineer could reply the firemen and coal dery to have two of the seven boats lowered to the saloon deck rail. Instantly the passengers crowded to the rail and overpowered the boats. During the excitement they cut whatever lines they could lay their hands on. The davits breaking about the same time the lines were cut, both boats were smashed at the side of the vessel. The crew threw lines and by means of the jacob ladder succeeded in getting about six of the passengers back on board. The boats when lost were mostly filled with women and children. "One very sad incident was witnessed. A lady and gentleman with a little child tried to get in one boat. The father succeeded and the mother tried to pass the child, but a wave struck her and washed the child from her arms and it was lost before her eyes. One life raft was also lowered, but it was dashed to pieces. After this, four boats succeeded in getting away from the ship, all full of passengers. This left one boat and two life rafts. "The captain, after consulting with the mate, asked McCarthy to take charge, which he did and called for volunteers, and the five sailors responded. The captain instructed them to pull along the beach and watch for a place to get ashore. They landed at 1:10 p. m. Tuesday, and made Cape Beale at 3. Before making Cape Beale they tried to get back to the vessel by the beach, but found this impossible. "During the excitement Captain Johnson was very cool and calm, and all members of the crew were at their stations. "Praise for Mr. Patterson "The rescued sailors cannot give Lighthousekeeper Thomas Patterson at Cape Beale too much credit for the manner in which they were treated. Nothing was considered too good for them. They could not be treated better. "The boatswain does not hold out much hope for the remaining boats, although the other nine survivors are said to have made shore in a boat. The remainder, nine in all, are expected to reach Bamfield on Thursday. Included in the party are F. F. Bunker, assistant school superintendent at Seattle, whose wife and two daughters are drowned; D. F. Ritchley, fireman; Carl Samuel, a second-class passenger; F. Campbell, a first-class passenger; B. E. Ledhos, a fireman; Albert Willis, Mike Stone and another

VERY LITTLE HOPE

Survivors Cling In Rigging

VAINLY SIGNAL HELP

Colonist Correspondent Returns on Queen With Story of Vain Effort at Rescue

ONLY CHANCE IS FOR LAND PARTY TO SUCCOR UNFORTUNATES--SLIM HOPE IS HELD

Mayor Morley Charters Tug Lorne and Despatches Her to Endeavor to Render Assistance to Those Who Were on the Wreck

Steamer Queen reached the outer wharf at 6 p. m. from the scene of the wreck of the steamer Valencia with Mr. Frank C. Clark special correspondent of the Colonist on board. He reports that when the Queen left the wreck at 11:30 a. m. today, being relieved by the steamer City of Topeka from Seattle, there were still from 20 to 30 people clinging to the rigging of the aftermast, the fore part of the steamer being entirely submerged. The steamer lay broadside against the shore, and at high water, expected at 1:30 p. m. today, the greater part of the hull would be submerged, and with the heavy southwest south sea then rolling the after houses would without doubt be washed away, with the rigging, in all probability, in which the few remaining survivors were still clinging, frantically signalling for assistance which could not be given from sea. The only hope, and that a small one, is that rescue can be effected with lines from the land, or, if the sea goes down, and the unfortunates have still survived the effects of the terrible exposure which is doubtless doubtful, rescue might be effected from a smaller tug which could approach closer to the wreck than could tug Czar which tried vainly today to aid the passengers.

The steamer was almost totally submerged, the masts, smoke stack, and part of the after cabin on the hurricane deck alone being visible. The sight of the people thronged in the rigging, waving signals frantically to the steamers on the way to the rescue, was heart-rending. Nothing could be done. The Queen could not approach closer than half a mile, and to lower boats in the heavy sea would have been madness. The tug Czar ran toward the wreck, then in a haze, and returning, reported not having seen anyone on board. The Queen reported the existence of the survivors in the rigging, but the message probably was not understood for soon afterward the tug left and, with the steamer Salvor proceeded around Cape Beale toward Bamfield.

The sea rolled high. There was a strong wind, about twenty miles an hour blowing from the eastward, seas at times washing over the tug Czar which rolled heavily. The Queen stood off until half an hour after the other vessels had left when the steamer City of Topeka arrived from Seattle, with Captain Patterson and Assistant Manager Pharo, of the P. C. S. S. Co., on board, who ordered Captain Cousins back to Victoria immediately to continue his voyage to San Francisco, asking him to report to the City of Topeka en route outward tonight.

The Valencia as the Queen left her lay side on to a rocky cliff, which runs perpendicularly almost to the water's edge, and offers small chance of a landing. With the aid of glasses the people were seen plainly in the rigging, waving signals of distress and firing guns. Three guns were fired from the wreck about 10 a. m., and it was believed by those on the Queen that an effort was then being made to fire lines ashore.

Mayor Morley of Victoria tonight chartered the tug Lorne and a life boat's crew will be put on board to seek to render assistance, although it is feared by those who arrived on the Queen that she will arrive too late.

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MOST APPALING DISASTER

San Francisco Liner Piles Up on the Rocks Near Cape Beale in Fog.

Sudden Inrush of Water Drives Engineers From Their Posts.

Between Fifty and Sixty Passengers and Crew Quickly Drowned.

Lifeboats Launched But Are Smashed Against Steamer's Hull.

Women and Children Thrown Into Water and Perish Alongside.

Remainder of the Unfortunates Seek Shelter on Wave Swept Decks.

STEAMER VALENCIA, Capt. Johnson of the Pacific Coast Steamship company with 94 passengers on board and 60 of a crew, was wrecked to the eastward of Cape Beale on the Vancouver Island coast in the early morning of yesterday, with heavy loss of life—greater than in that of any wreck that has occurred in this vicinity, since the terrible disaster following the collision of the ship Orpheus with the steamer Pacific when en route from Victoria to San Francisco about twenty years ago. There were some Victorians on board the San Francisco liner and their fate is uncertain.

The survivors who have reached Cape Beale, the boatswain and five seamen sent to secure assistance in one of the steamer's boats, report that at least fifty people were drowned alongside the steamer when boats with women and children smashed against the steamer's side soon after they were lowered from the vessel. When they left, over 100 persons were huddled on the saloon deck of the steamer, which was then partly submerged—with the inrolling seas washing over the main deck. A southeast gale was blowing with the wind whistling through the cordage of the wrecked vessel at a velocity of over forty miles an hour, and a high sea was beating against the hull sending spume high over it, and many seas pounded on the deck, threatening to break up the hull.

Unless the several steamers which have been hurried to the assistance of the wrecked vessel can arrive in time to save those who remain on the wreck it is doubtful if any of them will reach shore, for a landing in such a place is extremely difficult, if at all possible.

Navigating by Dead Reckoning

The Valencia sailed from San Francisco on her second trip to Victoria, replacing the recently disabled steamer City of Puebla, at 11 a. m. on Saturday. This was the only clear day, and from Saturday evening Capt. Johnson and his officers had to navigate by means of dead reckoning. Nearing the entrance to the Straits the weather was very thick and the officers thought they were in the vicinity of the Umatilla reef lightship, near Cape Flattery, which has a good fog signal on board.

Having had no observations and unable to make out their position in the thick weather prevailing soundings were taken, showing thirty fathoms. Immediately the men with the leadlines reported 30 fathoms of water the steamer struck heavily against some reef off shore with a shock which awoke all on board.

The steamer did not run up on the reef, and was immediately backed away. As she went into deep water she immediately began to fill, the impact with the rock having greatly damaged her hull. The engineers whistled to the bridge that water was pouring up over the engine-room plates and they were unable to stand by their engines, so fast did the water rise. They and the firemen were gradually being driven out of the deck. But before they were driven out, in answer to excited jingles from the bridge, they gave what speed was possible, and Capt. Johnson turned the vessel again toward the beach.

Impact With the Rocks

As the Valencia was foundering as a result of her impact with the rocks the only chance to save any of those on board was to put the vessel ashore again with the hope, sent though it was of ultimately landing those on board on the rocky coast. Before she struck again on the rocks the engineers and firemen had been driven from below by the inrush of water and the sea soon began to roll over the main deck. Water was over the deck when the lights were being lowered, the lights being extinguished by the flooding of the engine-room before the work was commenced.

The loss of life was awful when the boats were lowered. Two boats filled with women and children were swept against the sides of the steamer, smashed and completely wrecked, all those in the boats being swept into the sea and drowned. The scenes in the darkness—for by this time not a light showed on any part of the vessel—must have been heartrending. Seven boats and three life rafts were put over from the wreck, and of these but two boats have been heard of. One, with six men, boatswain T. J. McCarthy and six seamen, Thos. Shide's, John Monk, W. Goslin, T. Lamson and Chas. Brown, reached Cape Beale nine hours after the disaster and reported to lightkeeper Paterson that they had been sent by Capt. Johnson to seek assistance.

These men told a tale of horror. They

were the only ones to reach Cape Beale, though nine others were reported from a telegraph hut. When they left the steamer they said at least fifty persons had been drowned alongside by the wrecking of the lifeboats, and the survivors who remained on board were huddled on the saloon deck. There must have been a hundred persons holding to the stanchions and clinging to the railings of the social hall and smoking room on the saloon deck. Then the sea rolled over the main deck and was swept against the houses of the saloon deck, which were threatened with being wrecked and swept away. The outlook, they said, was poor for the lives of these people unless immediate assistance could be secured.

Many were the pathetic incidents the survivors related to the lightkeeper, who succored them at the light station—they were fatigued and suffering from the privations endured in their long and arduous row and the hard trip along shore to the light station. They stated that two of those who escaped when the boats were swamped had reached the high bluff, thirty feet from which the wreck was held. These men were unable to clamber up the cliff and were shouting for assistance which could not be given. They were unable to get from the rocks or to reach the top of the bluff and when the tide rose it was thought they would be swept away.

Pathetic Scenes

When the boats were swamped and wrecked as the sea swept them against the steamer, a little boy was seen standing crying by the rail on the saloon deck, vainly seeking for his mother, who had been swept to death from the wrecked boats. One lady whose husband had got into one of the boats tried to hand her child to him, but the boat swerved off as she dropped the little one and it fell into the sea. The mother remains with those on the wreck. The father was drowned with the swamping of the boat.

When the first news of the disaster reached Victoria yesterday afternoon in a scanty message received by Capt. Gaudin, reading as follows: "A steamer has been wrecked. About 100 people have been drowned. Nine men have reached the telegraph hut. Will wire particulars."

Capt. Jas. Gaudin, agent of marine, who was quick to see that assistance was sent, telephoned to Mr. Bullen of the British Columbia Salvage company whose wrecking steamer Salvor is ever ready with steam up under an agreement with Lloyd's agency and the Dominion government, and as soon as a doctor could be secured, the steamer left. Among those on board were Mr. W. L. Lerner, who corresponded for the Colonist, Capt. J. G. Cox, Lloyd's agent, Capt. J. W. Troup, of the C. P. R. Steamship company, Mr. Bullen and others.

Salvor Leaves for Scene

Soon after the Salvor put out from Esquimalt in charge of Capt. Harris en route to the wreck, the steamer Queen arrived from Seattle en route to San Francisco. The passengers of the steamer were at once ordered ashore as soon as Mr. Allan, agent of the company advised Capt. Cousins of the wreck, being told to go to first class tickets at the expense of the steamship company until the Queen returned, and the Queen was then hurried to the scene of the wreck. She also carried a special staff correspondent of the Colonist, Mr. P. I. Clarke, Jr., and a number of other Victorians, including several well known marine men who will be able to lend whatever assistance is in their power, having good local knowledge of the coast line.

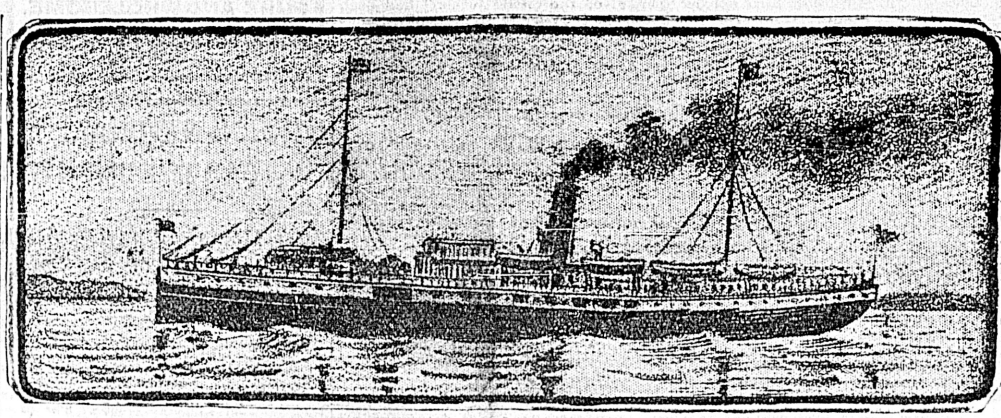
It was expected that the steamer Queen City, Capt. Townsend, which left about three o'clock yesterday morning on her regular trip to Quatsino, Cape Scott and way ports of Vancouver Island, would be the first steamer to bring succor to the wrecked ship, but, unfortunately, the Queen City did not sight the wreck. She passed the scene in thick weather and did not know of the disaster until arrival at Bamfield where news of the wreck was given to Capt. Townsend. He at once wired to the owning company for instructions and Aid E. W. Vincent in the absence of Capt. Troup, advised him to continue his voyage as the rescue steamers would reach the scene before he could return. The tug Czar, which has an admiralty marshal on board en route to Kyquoot for the purpose of libelling the schooner Turner for salvage services rendered by the Queen City on her last trip also left yesterday morning at an early hour, but it is improbable that she would sight the wreck, as the Queen City going nearer to the coast than would the tug did not sight the vessel.

The Salvor and Queen will do all possible to save the unfortunate passengers and crew of the Valencia, but the rescue work in such a place as was lying on the coast last night will be difficult indeed.

Position of Steamer Bad

With a heavy gale blowing at a rate of forty miles an hour yesterday off the Vancouver Island coast the position of the wrecked steamer is a bad one, with scant hope for the unfortunate company on board the Valencia. At 5 o'clock yesterday morning, according to advice received by the Meteorological office, a heavy gale was blowing from a southeasterly direction off the mouth of the Columbia river. With such a gale a tremendous sea broke on Vancouver Island, and where the Valencia has gone ashore the sea seems to run to its greatest height. Waves, breaking against the cliff-like rocks, sweep up a hundred feet or more and a landing on any portion of that section of the coast would be extremely difficult if at all possible.

Capt. Jas. Gaudin, agent of marine, who received the first news of the wreck yesterday afternoon from lightkeeper Paterson of Cape Beale, said he thought the vessel had gone ashore near Pachena bay from the advices received, probably on the notorious Sea Bird rocks, where the Michigan was lost. The steamer was off her course, and in the absence of information it was difficult to conjecture what had resulted in her misadventure. In his opinion, with a strong southeasterly gale blowing, as was reported, and the great current which is known to set onto the coast in



The Wrecked Steamer Valencia

the winter months, the steamer has probably been swept to the island coast.

Description of Steamer

The Valencia is an old iron screw steamer. She was built 24 years ago, in 1882, at the yards of W. Cramp & Sons of Philadelphia, for the Pacific Packing and Navigation Co., by whom she was sold to her present owners. The steamer is a vessel of 1598 tons burthen and is 252 feet long, 34 feet beam and 19.7 feet deep. She has four bulkheads and two pole masts, with her stack standing almost in the centre of the vessel. She differs in appearance somewhat from the other lines of the company. There are 39 staterooms for first class passengers. The dining saloon is on the main deck, entered by steps leading from the saloon deck on either side to a landing from which a flight of stairs enters at the head of the dining room. The smoking room and social hall are on the upper deck.

Wild and Stormy Coast

The stretch of coast between Cloose and Cape Beale where the Valencia has been wrecked, stretches for ten miles, all rock-bound, and has earned the name "The Graveyard of Ships." Sea Bird rock, on which the steamer Michigan was wrecked ten years ago or thereabouts is the most dangerous of all the points in the vicinity. It is thought by local marine men from the descriptions

a wholesale firm. About a week ago he wrote home saying that he was leaving for this city on the next boat, and as his name is on the list of first class passengers, there is no doubt that he did so. It is not yet known whether Mr. Jesse is among the rescued passengers, but as he was a splendid athlete and swimmer it is thought that his chances were excellent. He was well known at the Coast, as he rowed in the Nelson senior four on two occasions when they came here to compete for the Pacific Coast championship. Mr. Jesse has two brothers in the city—one in Pooley & Luxton's office and another who travels for Todd & Co.

Colonist Extras

When the news of the disaster became noised abroad yesterday afternoon being given to the public first through a bulletin in the windows of the Colonist and soon afterwards in an extra issued by this paper, there was considerable excitement. For a short time the news was indefinite, the name of the wrecked steamer not being given in the first message received. It soon became evident that it was the San Francisco Valencia that was wrecked, she being somewhat overdue—she was expected to reach port from San Francisco on Monday night—and there was great excitement. It was rumored that several well known Victorians were on board and the receipt of the names of the passengers, which were telegraphed later from San Francisco,

furnaces and the weather became bitterly cold. The ship pounded the rocks all night, and early on Monday morning Seaman Simons leaped overboard and swam ashore with a line on which a basket was rigged, and the passengers and crew were thus landed uninjured.

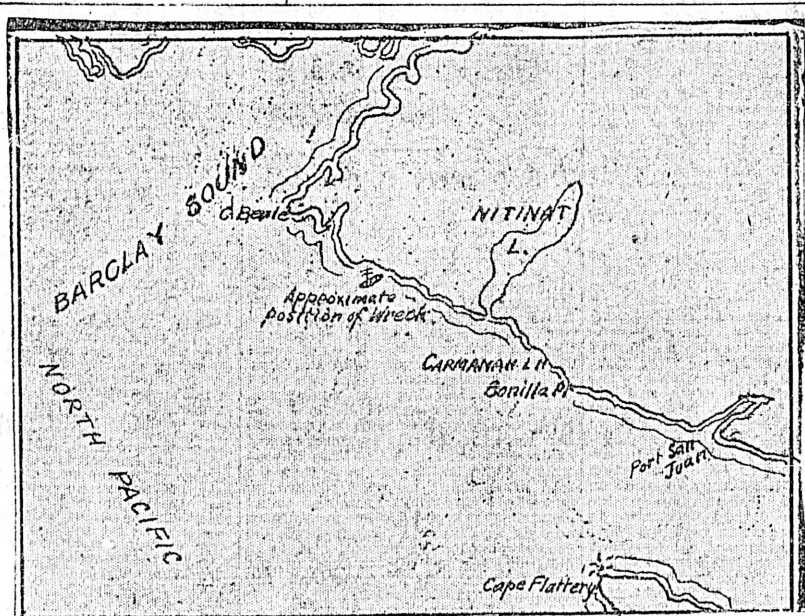
Captain J. E. Lennon, a passenger, said the steamer overran her distance and got too far north above Cape Flattery when she tried to make the straits.

About 11 o'clock on Saturday night breakers were reported dead ahead, but before the engines could be reversed the vessel struck on the rocks three times, when the keel was smashed to splinters, the cargo and vessel becoming a total loss.

The loss of his ship so preyed upon the mind of Captain Graves that he was never the same man again, nor would he accept a new command.

The Michigan was battered to pieces where she struck. Her engines were removed, however, and are now in service in the well known tug Czar, which by a curious coincidence is one of the fleet proffering relief, at the scene of dual misfortune. Providentially no lives were lost in the destruction of the Michigan.

During the same month that witnessed the destruction of the Michigan, the schooner Janet Cowan drove ashore in practically identical territory, this disaster unhappily being attended with



The Scene of the Wreck.

received that it is on these dangerous rocks that the Valencia has been lost. Sea Bird rocks stand at the entrance to Pachena bay, twenty miles east of Carmannah. They stand about ten feet above water, and two large rocks lie off them nearly half a mile away, awash at high water. Navigators state the rocks cannot be approached with safety within a mile and a half. Pachena bay, which lies between the Sea Bird rocks and Cape Beale, is open to the southwest and southward, with a heavy swell setting in in such weather as that of yesterday.

The light station at Cape Beale is the nearest place to the scene of the wreck where assistance can be secured. The lighthouse is situated on a small islet at the extremity of Cape Beale, the eastern entrance to Barkley Sound, about 120 miles from Victoria. It is a square lighthouse, painted white with a red lantern, 42 feet in height, with its light—a flashing white light every half minute—showing from a height of 178 feet above the sea, and visible in clear weather for 19 1/2 miles. A red sector is shown from the light across Channel and Western reefs in the entrance to Barkley Sound.

There is a fog alarm at Cape Beale and also at Carmannah, both of which are in operation in thick weather. Cape Beale is a bold rocky point, 120 feet high, with the tops of the trees about 300 feet above the surface of the water. Some rocks extend off the lighthouse from two to four cables distant.

A Victoria Passenger

Among the passengers on the ill-fated Valencia is Mr. George Henry Jesse, a son of Mrs. Matilda Jesse of 67 Montreal street, Victoria. He was for some years bookkeeper for the Hudson's Bay Company at Nelson, and only left that employ in the spring of last year. He first went to Idaho, then drifted to Mexico, and latterly to San

was anxiously awaited.

The first and only account of the wreck to be placed before the public yesterday afternoon was given in an extra issued by the Colonist soon after its first issue, giving all available details received until a late hour, when fuller despatches reached the Colonist from its West Coast correspondents. A large crowd soon assembled outside the Colonist office and the local telegraph offices, eagerly awaiting news of the loss of the liner.

Miowera's Escape

The steamer Miowera had a narrow escape from being lost eight or nine years ago near where the Valencia was wrecked. The Canadian-Australian liner was en route to Victoria from the Antipodes when caught in a fog and she overran her distance when nearing the straits going ashore, though fortunately not injuring herself to a great extent, between Otter Point and Carmannah.

The Vicinity of the Wreck

Seabird Rocks, at the entrance to Pachena Bay, are counted among the most conspicuous monuments in the dread maritime graveyard of the North Pacific. It was here, almost at the identical spot where the Valencia lies, according to present information, that the staunch steamer Michigan, well known locally, being on the run between this city, Puget Sound and Columbia ports, was lost on January 2, 1893. She was then voyaging from Portland to Roche Harbor to take a cargo of lime, and piling on the reefs became a total loss.

The Michigan struck the rocks in a dense fog which prevailed all day, the captain having lost his bearings. As soon as the roll of breakers was heard he slowed down, but in another instant the ship was upon the rocks. The seas quenched the fires in the

the loss of seven lives.

A Series of Misadventures

Fatality has seemed to pursue the vessels of the Pacific Coast Steamship Co. on the San Francisco, Puget Sound and Victoria route during the past few years. The series of misadventures may be said to begin with the sadly memorable catastrophe of January, 1903, when the northbound voyaging Walla Walla came into collision with the bark Max under circumstances which never will be fully understood, the passenger liner sinking with dread rapidity. The story of suffering, death and ultimate rescue for a portion of the crew and passengers will never be forgotten in any Pacific port, for few indeed but contain homes that were made desolate on that occasion.

Again in April of the same year the steamer Queen took fire off the Colts, bar river, being badly burned off and only saved from total destruction by the resource and seamanship of Captain Cousins, her master. Women and children on that occasion were out in the open boats from 4 to 10.30 a.m., while a lesser loss of life than marked the previous disaster was written to the account of the sea.

And it is only very recently that the Puebla—whose place the Valencia was but temporarily filling in consequence of this misadventure—broke her tallshaft and was exposed to very considerable danger until picked up by the steam schooner Chelalis, and safely taken to port.

The Valencia, which was purchased by the Pacific Coast Steamship Co. some five years or so ago, was not especially well known in British Columbia ports, although she has been operated under the company's flag for one or two seasons in the Seattle-Nome trade.

EXTRA

Survivors Cling In Rigging

VAINLY SIGNAL HELP

Colonist Correspondent Returns on Queen With Story of Vain Effort at Rescue

ONLY CHANCE IS FOR LAND PARTY TO SUCCOR UNFORTUNATES--SLIM HOPE IS HELD

Mayor Morley Charters Tug Lorne and Despatches Her to Endeavor to Render Assistance to Those Who Were on the Wreck

Steamer Queen reached the outer wharf at 6 p. m. from the scene of the wreck of the steamer Valencia with Mr. Frank C. Clark special correspondent of the Colonist on board. He reports that when the Queen left the wreck at 11:30 a. m. today, being relieved by the steamer City of Topeka from Seattle, there were still from 20 to 30 people clinging to the rigging of the aftermast, the fore part of the steamer being entirely submerged. The steamer lay broadside against the shore, and at high water, expected at 1:30 p. m. today, the greater part of the hull would be submerged, and with the heavy southwest south sea then rolling the after houses would without doubt be washed away, with the rigging, in all probability, in which the few remaining survivors were still clinging, frantically signalling for assistance which could not be given from sea. The only hope, and that a small one, is that rescue can be effected with lines from the land, or, if the sea goes down, and the unfortunates have still survived the effects of the terrible exposure which is doubtless doubtful, rescue might be effected from a smaller tug which could approach closer to the wreck than could tug Czar which tried vainly today to aid the passengers.

The steamer was almost totally submerged, the masts, smoke stack, and part of the after cabin on the hurricane deck alone being visible. The sight of the people thronged in the rigging, waving signals frantically to the steamers on the way to the rescue, was heart-rending. Nothing could be done. The Queen could not approach closer than half a mile, and to lower boats in the heavy sea would have been madness. The tug Czar ran toward the wreck, then in a haze, and returning, reported not having seen anyone on board. The Queen reported the existence of the survivors in the rigging, but the message probably was not understood for soon afterward the tug left and, with the steamer Salvor proceeded around Cape Beale toward Bamfield.

The sea rolled high. There was a strong wind, about twenty miles an hour blowing from the eastward, seas at times washing over the tug Czar which rolled heavily. The Queen stood off until half an hour after the other vessels had left when the steamer City of Topeka arrived from Seattle, with Captain Patterson and Assistant Manager Pharo, of the P. C. S. S. Co., on board, who ordered Captain Cousins back to Victoria immediately to continue his voyage to San Francisco, asking him to report to the City of Topeka en route onward tonight.

The Valencia as the Queen left her lay side on to a rocky cliff, which runs perpendicularly almost to the water's edge, and offers small chance of a landing. With the aid of glasses the people were seen plainly in the rigging, waving signals of distress and firing guns. Three guns were fired from the wreck about 10 a. m., and it was believed by those on the Queen that an effort was then being made to fire lines ashore.

Mayor Morley of Victoria tonight chartered the tug Lorne and a life boat's crew will be put on board to seek to render assistance, although it is feared by those who arrived on the Queen that she will arrive too late.

ELECTRIC LIGHT

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ALL COLORS

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Per Large Tin

AGENTS

MELROSE COMPANY, LTD.

40 FORT ST.

NEXT FIVE SISTERS' BLOCK.

MOSI

Thought All
Are Lost

(Continued from Page One.)

named Brown, and one Japanese, Y. Hosoda.

The rescued men are of the opinion that the entire crew, with their own exception, are lost. To the officers and crew of the Queen, Salvor and Czar too much praise cannot be given for their action in trying to assist them. When it was reported that there were men in the rigging, volunteers were called for to go over the trail to their assistance, and nearly the entire crew of the Salvor volunteered. Captain Ellis, Harvey, Cook, Wilson and Conrad were selected, but did not go, as another report contradicted the former. Cook, however, went up with Jennings of the cable station and brought the six survivors in. They are now comfortably housed on the Salvor.

The above party leave at 7 a. m. to go over the trail to bring in more survivors. It is expected that the Salvor will not leave here until their return, which will be about 5 o'clock and may possibly call at the wreck on the way down, according to the weather. It is raining hard here.

Captain Cox's Story

Captain William Cox, pilot, who went down on the Queen to the scene of the wreck, was interviewed yesterday on his return by a Colonist reporter. He said:

"We reached Carmanah about 10 o'clock last night, and lay in the straits all night. There was a very heavy wind blowing, about 30 miles, and high seas. At daybreak we moved to the south and finally located the wreck about 9 o'clock this morning. The 11½ miles, Harvey, Cook, Wilson and Conrad were selected, but did not go, as another report contradicted the former. Cook, however, went up with Jennings of the cable station and brought the six survivors in. They are now comfortably housed on the Salvor.

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Asked as to the chances of those still on board being rescued, Captain Cox said it would depend on whether the vessel broke up. If the wind abated and it was less violent this afternoon and during the night, he thought the chances of the vessel withstanding the shock of the water were good, and if the survivors did not perish from exposure they might be brought away tomorrow in boats. Then there was the as yet unknown result of the attempt to establish a communication with the shore by means of life lines. On this point Captain Cox said that the City of Topeka, which arrived on the scene at midday today and relieved the Queen, had gone around the east side of Cape Beale in an endeavor to effect a landing and assist in making the line communication if it should be found practicable. As there is shelter

in the deckhouse there is at least a reasonable hope that all the survivors may be rescued, especially if the storm weather conditions abate.

Captain Irving Interviewed

Among the passengers who returned from the scene of the wreck on the steamer Queen, which arrived at the outer wharf at 5:45 p. m. yesterday, was Captain John Irving. His corroborated previous reports, which had reached the city to the effect that when the Queen reached the doomed vessel it was impossible to approach within a half mile of her, owing to the high seas.

The Queen reached the point desired shortly after midnight and stood by until morning, when the situation was carefully surveyed. The captain dare not approach closer, however.

About 10 a. m. three guns were fired, apparently from the deck of the doomed craft; and the tug Czar, which had been sent in to reconnoitre and if possible render assistance, returned and reported that the after part of the vessel was submerged, but a number of people were seen clinging to the fore rigging.

A survey of the ship from glasses in the hands of the officers on board the Queen confirmed the report of the Czar that a number of people were in the fore rigging. Captain Cousins of the Queen estimated the number to be between 30 and 40.

The Queen being relieved by the City of Topeka, left the scene on the return trip about 11:30. At that hour the sea, though still very heavy and the barometer was becoming calmer, and the barometer gave indications of better weather.

Captain Irving's personal opinion is that there is little hope of saving anybody from the seaward side, as it is impossible for a rescuing boat to approach close to the wreck. Help, if any be possible, must come from the land side.

The Late G. H. Jesse

George Henry Jesse, who it is assumed, was lost in the wrecked Valencia, was a popular member of the J. B. A. A. and an enthusiastic oarsman. In 1897, at the International regatta held at Esquimalt harbor, he stroked the J. B. A. A. juniors to victory. The same year he accompanied the "Big Four" on their trip to Winnipeg as stowed his apprenticeship with the Hudson Bay Company in this city, was promoted to Kamloops and afterwards to Nelson, where he again took up rowing.

He was stroke of the Nelson crew in the N. P. A. A. O. regatta held at Nelson.

His mother, two sisters—Miss Jesse, teacher at the Kingston street school, and Mrs. Fort—and four brothers—Frank and Walter, employed in Messrs. Pooley, Luxton & Pooley's office; Herbert, with J. H. Todd & Son, reside in this city; and another brother, Robert, is now in San Francisco.

By Frank C. Clark, Staff Correspondent of The Colonist

Frank C. Clark, staff correspondent of the Colonist, who went to the wreck of the steamer Queen writes: The Valencia is a total wreck. She lies about ten miles west of Carmanah Point on the rocky shore of Vancouver Island. The vessel is almost totally submerged, her masts, smokestack and part of the after cabin being the only visible signs of the wreck. The rigging was thronged with frantic people waving and signalling to the steamers on their way to the rescue. It is estimated that there are between 20 and 30 people still on the wrecked steamer.

When the steamer Queen left Victoria at 5 p. m. on Tuesday for the scene of the wreck she had on board besides Capt. Cousins, her commander, Capt. Jno. Irving, Capt. Wallace Langley, two Victoria pilots, a Colonist reporter and a few of her passengers en route to San Francisco, who had not left the steamer at Victoria, upon her return to Seattle. The Queen was given full steam and made a remarkably fast trip to the Cape, passing the Salvor half way down the straits. Carmanah Point was reached about 9 p. m. A heavy sea was running. After cruising up and down the coast for over two hours without seeing any sign of the wreck, Capt. Cousins decided to remain in the straits until daylight, as it was impossible to see or do anything in the darkness. At daybreak the Queen again resumed her search along the coast and as soon as it was light enough, signalling lights were sent up from the Queen. The lightkeeper signalled with flags stating that the wreck lay ten miles further west.

A few moments later the tug Czar was sighted and came within speaking distance. When informed of the whereabouts of the wreck she ran back to the Salvor (which had remained in the straits) and made a signal to the Queen in communication with Carmanah.

After an hour's steaming the ill-fated Valencia could be plainly discerned through the mist, although almost totally submerged. She is lying broadside on to the rocks about 150 yards from the shore with the waves breaking over her at every roll of the surf. Her position is a particularly bad one—a steep rocky bluff running perpendicularly down to the very water's edge cutting off all chance of passengers reaching the top of the bank if it were possible for them to leave the ship.

With the aid of glasses the unfortunate people were plainly visible clinging to the rigging, waving signals of distress and firing guns, while three powerful ships lay by unable to lend aid. At about 11 a. m. the Salvor and the Czar stood off and headed for Cape Beale, the Queen remaining as near as possible to the wrecked ship. The sea, which had been running mountain high, had somewhat calmed down.

About this time the City of Topeka from Seattle hove in sight. She had on board Capt. Patterson and Assistant General Manager of the Pacific Coast Steamship Company. When within speaking distance Capt. Cousins—through a megaphone—informed the Topeka of the critical condition of the survivors of the doomed vessel and then received instructions to proceed immediately to Victoria, pick up his passengers

and proceed on his voyage to San Francisco.

The Topeka was last seen heading for the beach with all boats ready to lower, but it is a question whether or not they can be lowered in such a rough sea. Captains Cousins, Irving and Langley, and others, when consulted confidentially, would have been fully to try to reach the ship.

Nelsonites Lost

Among the passengers on that ill-fated Valencia were four Nelsonites. Mr. G. H. Jesse was referred to in the Colonist yesterday. It now turns out that Mr. G. W. Taylor, a well known rancher of Kootenay Lake, whose Nelson residence is occupied by Mrs. J. Laing Stacey, left San Francisco on the boat accompanied by his wife. The fourth late resident is Mr. Harry Ward, who was one of the best known accountants in Kootenay. His last situation in Nelson was book-keeper to the firm of Bridges, Haskins and Cameron. He left Nelson six months ago and has been for some time in San Francisco. He is the last of a well known and highly respected family. Within a year he lost his father, who was a retired Indian officer, his mother, and two brothers—Tom Ward, one of the Nelsons, and Edward, who was a bank manager in Revelstoke. Harry's sister-in-law, Mrs. Tom Ward, is a resident of Victoria. It is not known whether any of these are among the rescued.

Scene of Wreck

A West Coast resident now in the city describes the scene of the wreck as being off a bluff which rises to a height of 30 or 40 feet, coming down to a sloping shingle beach which slopes out to a gradually deepening rocky ledge, on which the steamer lies, with main deck awash, with her stern about thirty yards from the cliff. The rocky ledge is uncovered for some distance at low water, but at high tide the sea reaches the cliff. In a storm, such as that of last Tuesday night, the waves wash right up the shingle and against the cliff, although they would not break over the cliff and anyone who reached it would be able to clamber up. Exposure would probably cause death, though, even when survivors reached shore.

Some Seattle Victims

W. Lombardini, one of the best known residents of the city, was a passenger on the Valencia. Mr. Lombardini has resided here since 1888, says the Seattle Post-Intelligencer of yesterday. Up to three months ago he was the proprietor of the Columbia beer hall. He left Seattle on January 10 for Napa, Cal., on private business. He was to return by the Valencia and so told his brother, Toni Lombardini of Georgetown. Mr. Lombardini is 47 years old and has a wife and two children, Josie, aged 14, and Lucy, aged 12, who reside at 912 Twelfth avenue south. He is a member of Evergreen Lodge, A. O. U. W., and also of Mazini Lodge of the Italian Brotherhood of America. His brother-in-law is John Corral of Van Asselt.

Seattle friends of Mrs. Martha T. Orchard, stewardess on the Valencia, were making anxious enquiries last night to ascertain whether she was on duty this trip. Mrs. Orchard is second stewardess in point of service with the Pacific Coast Steamship Company, and was with the Puebla until the latter was withdrawn.

L. W. Sibley, one of the passengers of the Valencia, is well known in Seattle, having resided there with his parents, Mr. and Mrs. L. W. Sibley of 443 Twenty-third street, for the past six years. He was last employed in Seattle in the elevator at the Hotel Cecil. He left Seattle for San Francisco about three months ago, where he worked in a hotel. He was born in San Francisco 21 years ago.

Gene Nonenbacher, the Cornell University baseball pitcher brought out last season by Dugdale for the Northwestern League, was a passenger on the Valencia for Seattle. Nonenbacher was brought to the coast to play in the Bellingham team of the Northwestern League at the opening of the last season, but only remained on the salary list of the club a short time. The climate did not appear to agree with the Cornell man, and after trying for several of the teams both on the Northwestern and the Pacific Coast circuits in this section, he left for California.

For speed Nonenbacher did not have a superior among the pitchers of the Sound country last season, but he was unable to get control. He was given a try out for the Seattle team after leaving Bellingham, but failed to make good at that time.

The Valencia was one of the best

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Hair Grower
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Restores the Hair in all its original elegance, and is a positive cure for baldness, also for itching scalp. Grows in hair thick and long. The

Scalp Cleaner
is the Only Dandruff Cure, and for Shampooing it Has No Equal

IMPORTANT NOTICE

Seven Sutherland Sisters beg to announce to the ladies and gentlemen of Victoria that they have made arrangements with Cyrus H. Bowes, Druggist, 98 Government street, and will hold daily demonstrations for two weeks, commencing Monday, January 8, regarding treatment of the hair and scalp. They respectfully invite everyone to call and consult with them. Come and see the long, beautiful hair grown by the use of the Seven Sutherland Sisters Hair Grower and Hair and Scalp Cleaner. Canadian head office, 11 Colborne Street, Toronto. J. H. Bailey, Foreign Manager.

known boats on the Pacific Coast. She first came into prominence in 1898, when she was bought by the Pacific Steam Whaling Company and brought to this coast from the East. The vessel was placed on the run to the Copper River country in Alaska during the season of 1898. At that time Captain Omar J. Humphrey, now connected with the Alaska Commercial Company, was her master. The vessel was used to handle the rush to that section. After making several trips north the steamer was chartered by the government for the transport of mail and carried troops to Seattle until 1900, when she was placed on the Nome run by the whaling company.

Next year she was sold to the Pacific Packing & Navigation Company, and after a few trips north was bought by her present owners, the Pacific Coast Steamship Company. Since then the vessel has been based on the run from Seattle to San Francisco, with the exception of a short time last summer, when she was placed on the Nome run to help handle the business. On her last trip north the vessel went ashore near St. Michael and had a narrow escape from being toted ashore.

The Valencia was built by the Cramps, Philadelphia, in 1882 and used on the run to the Caribbean Islands as a fruiter. She is a vessel of 1,598 tons, is 252 feet long, 44 feet beam and 10 feet depth of hold. Her hull is of wood and she was fitted with two 100-horsepower engines. Her speed was about 13 knots an hour.

Loss to Underwriters

It will be several days before the local marine underwriters are able to tell the amount of insurance on cargo shipped on the ill-fated Valencia, protected by local consignees. Insurance on the hulls of vessels is invariably placed in San Francisco, which is the center of marine as well as of fire insurance. The Valencia carried about \$150,000 in insurance, one-fourth of which was written in San Francisco and the balance with English underwriters.

Until returns are received by the local agents from their customers who carry what is known as the open policy contract, the insurance loss on cargo cannot be estimated, says the Seattle Post-Intelligencer. Under open policy contract shippers are not required to make declaration until after they receive their bills of lading from the consignees. Under this system the consignee is in a position to protect his goods at this end against loss.

It is said that several local parties carried insurance on the hull, but the exact amount has not yet been determined.

From the best reports at hand it is believed that the Valencia left San Francisco with about 1,000 tons of local cargo, nearly all of it for local people. The City of Topeka arrived yesterday morning with a large cargo, which accounts for the Valencia being light.

List of Officers

Captain, O. M. Johnson; first officer, W. Holmes; second officer, P. Peterson; third officer, J. H. Cameron; fourth officer, A. Berg; purser, J. J. O'Farrell; freight clerk, F. Lehn; assistant freight clerk, E. E. Hopkins; chief engineer, W. Downing; first assistant engineer, T. Carrick; second assistant engineer, S. Davis; third assistant engineer, R. M. Nelson; chief steward, J. E. Hoddinott; second steward, N. H. Campbell.

Prominent Passengers

Among the passengers on board the Valencia were Frank F. Bunker, with his wife and two small children, says the Seattle Post-Intelligencer. Mr. Bunker was coming to Seattle to become assistant superintendent of schools. He was to have entered upon his duties with the opening of the second semester, next Monday.

Mr. Bunker was chosen for the position of principal of the high school at Santa Rosa, Cal., and for the past four years instructor and assistant principal in the San Francisco normal. He is quite prominent in California educational circles.

Mr. Bunker recently declined similar positions in that state. He said that he preferred to come to Seattle because of the better conditions offered by the freedom of the schools from politics. He is the author of several bulletins for teachers in very general circulation in California, put out under the authority and direction of the California council of education.

Mr. Bunker is about 35 years old.

Former Ship's Master

Captain T. H. Cann, a son of former Police Judge T. H. Cann of Seattle, was the master of the ill-fated steamer Valencia on her last trip to San Francisco. While the ship was at that port he was transferred and Captain Johnson took his place, Captain Cann going to one of the other of the Pacific Coast Company vessels.

TO CURE A COLD IN ONE DAY

Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

Morris reclining chairs, solid oak, from \$8.50 to \$35. Reversible cushions, back and seat. New coverings just in. Come and see them. Smith & Champion, Phone 718.

Mark a line ink for ticket writing in black, red, blue and purple. Victoria Book and Stationery Co. Ltd.

LEGAL INTELLIGENCE.

January 24, 1906.
(In the Full Court)
Lequime vs. Brown.—This is an appeal from the Chief Justice, who at the trial judgment for the plaintiff for some \$4,000 over and above defendant by way of advances or payments on a logging contract which defendant did not complete. The contract was varied verbally after the parties had entered upon its performance, and the question in the appeal was whether the plaintiff whether the plaintiff did not take upon himself certain duties which, under the contract, were imposed on the defendant. Argument was completed and judgment reserved. Mr. J. A. Macdonald, K. C., and Mr. Galt for the appellant (defendant); Mr. E. V. Bodwell, K. C., for respondent.

(Before the Chief Justice)
Hofius vs. Lenora Mount Sicker Mining Company.—There were several applications in this matter; one to amend the style of cause, the second to dismiss the action on grounds stated in the affidavit in support of the application, and the third to strike out part of the statement of claim.

His Lordship made an order to the following effect: That the name of The Hofius Steel Co. be substituted for Hofius & Co.; costs in the cause. The balance of the plaintiff's application to be dismissed, with costs to the defendants in any event.

On defendant's summons, the application to dismiss the action was re-

BIRTHS, MARRIAGES, DEATHS

BORN

GEIGER—In this city, on Wednesday, January 24, 1906, the wife of E. P. Geiger, of a son.

DIED

MUIR—In this city, on the 21st instant, Emma Augusta Lind Muir, the beloved wife of Mr. Archibald Muir, a native of Sweden; aged 23 years.

The funeral will take place on Thursday, January 25, at 2:30 p. m., from the family residence, Gladwin Cottage, Springfield avenue, Victoria West.

Friends will please accept this intimation.



Long-distance talking is all very well in a way, but we would rather you drop in and give us a chance to have a heart-to-heart talk with you about the quality and value that is offered.

SMOKED HALIBUT, per lb. 12½c.
HADDIES, per lb. 12½c.
SALMON BELLIES, per lb. 12½c.
BLACK COD, per lb. 12½c.
DRIED CODFISH, 2 lbs. for 20c.
WHOLE DRY CODFISH, per lb. 10c.
MACKEREL, No. 1, each 25c.

CARNE'S CASH GROCERY

Corner Government and Fort Streets
Phone 586

NEW ADVERTISEMENTS

TOO LATE TO CLASSIFY.

WANTED—Leather music case that will hold about hundred sheets without folding. Apply Box 470 Colonist. ja25

WANTED—Second-hand sewing machine; must be in good order. Apply Box 471 Colonist. ja25

WANTED—Comfortable bedroom, with board or partial board, required by naval engineer; private family preferred. Particulars to "W. D." Beaumont 150 Office. ja25

A SOLID BUSINESS PROPOSITION—Those seeking a permanent business investment without risk, and who are prepared to advance, temporarily, \$4,000 to \$5,000 upon good tangible security, and at liberal interest, with the option of acquiring subsequently a valuable share in a most promising business enterprise after its earning capacity has been fully demonstrated, are invited to investigate a very favorable proposition. For particulars address "M." P. O. Box 380, Victoria, B. C. ja25

TO LET—2 newly furnished housekeeping rooms with bath. 120 Vancouver street. ja25

fused, with costs to plaintiff in any event, and the application to strike out paragraphs 9, 10, 11, 14 and (2) of the statement of claim was allowed, with costs to the defendant in any event.

Mr. W. J. Taylor, K. C., for plaintiff; Mr. Griffin for defendant, and Mr. W. E. Oliver for the liquidator.

County Court

(Before Judge Lampman)
Catterall vs. Downes & Monteth.—This was an action brought against the late proprietress of the Goldstream Hotel and her assignee for the realization of a mechanic's lien for \$894 in respect of work done by the plaintiff in the renovation, alteration and repairing of the hotel building. The judge found that the plaintiff had duly established his lien, and gave judgment accordingly.

Mr. George Jay appeared for the plaintiff and Mr. A. E. McPhillips, K. C., for the defendant Monteth.

Monkey Brand Soap cleans kitchen utensils, steel, iron and tinware, knives and forks, and all kinds of cutlery. 29

OBITUARY.

The funeral of the late Mrs. Muir will take place from the family residence, Springfield avenue, this afternoon at 2:30 o'clock.

News was received yesterday of the death at Porto Rico of Gertrude Louise, wife of Dr. H. M. Foster, United States Quarantine officer, and eldest daughter of Mary E. and the late J. W. Griffiths. Her death was due to appendicitis. The late Mrs. Foster was a native of Victoria; her parents having resided here for a number of years. She leaves, besides her husband, two small children to mourn her loss.

The funeral of the late Thomas Gadsby took place yesterday afternoon from the parlors of the B. C. Funeral Furnishing company, where services were conducted by Rev. J. Grundy at the parlors and also at the grave. The members of the "Longshoremen's Union" attended in a body. Many flowers were presented. The following members of the union acted as pallbearers: D. Byers, W. Dawson, J. Lippett, G. Robertson, C. Davis.

DEAF?

And have Catarrh? Japanese Catarrh Cure will cure you of both.

Japanese Catarrh Cure has cured more cases of deafness than all the "cures for deafness" in existence. Simply because 99 cases out of 100 come from catarrh. The tubes, leading from the back of the throat to the ears, become inflamed by catarrh. The ulceration prevents sound from reaching the drums, causing buzzing, roaring and finally deafness. Japanese Catarrh Cure kills the catarrh germs, clears away the offensive discharges, and heals the membranes.

The Griffiths & Macpherson Co., Limited
Toronto, Canada.



JAPANESE FANCY GOODS

NEW YEAR'S SALE

And Second Grand Prize Drawing Competition

FIFTY prizes, ranging in value from \$75 down to 50c., to be drawn for January 22. Every purchaser to the value of 50c. receives a numbered ticket, entitling the holder to a draw for these prizes. The first prize is a very large and handsome Japanese vase.

Apart from the prize drawing competition, we are giving a present to every purchaser to the extent of 50 cents and upwards; the value of this present always to be governed by amount of purchase.

Balmoral Block J. M. NAGANO & CO. 61 Douglas St.

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However, Peruna will bring relief, whether the catarrh is acute or chronic.

If you are wise you will keep Peruna on hand and take a few doses at the first appearance of a cold or cough, and thus save yourself both suffering and expense.

Legislative Assembly

An Interesting Debate on Class Legislation in the House Yesterday.

Debate on Bills—The Opposition Members Again Heard From.

Wednesday, 24th January, 1906. AFTER prayers by the Rev. Dr. Campbell, Ph.D., the following petitions were read and received: From R. L. Patterson, for leave to introduce a private bill to incorporate the Southern Okanagan Railway Company. (No. 24.)

From James Ritchie and others, for leave to introduce a private bill to incorporate the British Columbia Central Railway Company. (No. 25.)

From the Midway and Vernon Railway Company, for leave to introduce a private bill to amend its corporate act. (No. 7.)

From Harry Bennett and many others, for leave to introduce a private bill to amend the game preservation and game licences. (No. 11.)

From R. L. Patterson and others, for leave to introduce a private bill to amend the game preservation and game licences. (No. 11.)

From the standing rules and orders were suspended to enable the following resolution to be moved:

On the motion of Mr. Manson, seconded by Mr. Oliver, it was resolved:

Wreck of the Valencia

That in view of the appalling loss of life caused by the wreck of the steamer Valencia on Monday, January 22, on the West Coast of Vancouver Island, the third accident of a similar nature within the last few weeks, the attention of this house is called to the necessity of life-saving appliances on that coast; and

"That an humble address be presented to His Honor the Lieutenant-Governor praying His Honor to cause to be brought to the attention of the Dominion government the urgent necessity for the establishment of a lifeboat station at suitable points on the West Coast of Vancouver Island, and that a steamer be provided to patrol that coast continuously, particularly during the winter season; and that all possible steps be taken to ensure the protection of life and property on that rough and rock-bound coast."

And that copies of this resolution be sent to the senators and members of the House of Commons at Ottawa.

Mr. Manson said that the horror of the calamity which had induced the resolution was such that it was impressed on every mind. It was well known that

the West Coast of Vancouver Island was a very rocky and dangerous one and there could not be two opinions as to the necessity for better appliances.

Mr. John Oliver (Delta) said it was with a feeling of deep regret that he rose to second the resolution. It was sudden and to a degree to realize that if suitable appliances had been on hand precious lives, the lives too of women and children, would have been saved. Whilst it was the prime duty of the federal government to provide everything that was necessary, yet he felt sure that the provincial government would do anything they could to afford relief. He thought also that it was deplorable in the interests of the Dominion that such appalling disasters should occur at short intervals on the Pacific Coast as apart from the humanitarian it was most serious thing that the impression should get abroad that the west coast was so deadly—it was not a fact that if proper appliances were available.

Hon. R. McBride said that the resolution had his hearty support and would he believe stimulate the federal government to necessary action. He well remembered the late Mr. Prefontaine expressing his regret that his department was so ill equipped for protection on the Pacific Coast and he was sure if that minister had been spared he would have done his utmost to remedy the existing state of things. He pointed out that the reports going out all over the world were serious as affecting the province.

Mr. J. H. Hawthorthwaite (Nanaimo) deeply regretted that it was perfecting the "best" of life-saving appliances was the stumbling block. He declared that human life was the cheapest thing in the market today. Many precious lives were sacrificed in the mines of this province every year for the same reason—cost. Last year 10,000 valuable lives were lost on American railways for the same reason. He referred to the Slocum disaster, the loading of the life belts and said he had no doubt similar conditions existed on the Valencia. She was an old vessel not fit for the coast service and as long as the spirit which dominated affairs continued to prevail lives would continue to be sacrificed. He heartily endorsed the resolution.

Stanley Park, Vancouver

On the motion of Mr. Bowser, seconded by Mr. Fraser, it was resolved:

That a return of copies of all correspondence between this government and the government at Ottawa, in relation to the granting of a lease of Stanley Park at Vancouver.

Mr. Bowser (Vancouver) speaking to the resolution standing in his name said that it was in order to ascertain what had passed between the federal and provincial governments with reference to the proposed lease of Stanley Park that he moved the resolution, the inhabitants were anxious to know the present position of the negotiations and this was the best method of putting them in possession of the facts.

Hon. R. McBride said there was no objection to bringing down the correspondence. Stanley Park was admitted by a very great ornament to the city and nothing would be done by the government without due regard for its interests.

The report on the bill entitled An Act to amend the Small Debts Act, was considered.

Mr. Williams moved to add the following new section 5 of the said chapter 13 of the Statutes of 1901 is hereby amended by adding thereto, at the end thereof, the following words: "Provided always, that this section shall not apply to any debt not exceeding \$100, or to a mechanic, workman, laborer, servant, clerk, or employee, or for in respect of wages or salaries."

Small Debts Act

Mr. Parker Williams in speaking to his amendment said the object was to protect laborers, workmen, clerks, or employees, from the extent of a wage earner he suffered in reputation, even though subsequently in the court he might prove that the debt was not owing. Nothing could undo the mischief already done. He claimed that there was no notice of seizure of a house or of a car before the debt had been proved.

Mr. Bowser (Vancouver) said that Mr. Williams' amendment involved class legislation of the worst kind. It was an attempt to specially protect one class as against others. Already a working man was protected to the extent of a wage earner he suffered in reputation, even though subsequently in the court he might prove that the debt was not owing. Nothing could undo the mischief already done. He claimed that there was no notice of seizure of a house or of a car before the debt had been proved.

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Mr. J. H. Hawthorthwaite said he regretted that he did not find himself in accord with the member for Vancouver.

Hon. Chas. Wilson said he sympathized with the amendment of Mr. Williams on the ground that it was not just that a laborer's earnings should be attached before the debt had been proved and judgment granted. This did not mean the ultimate seizure of any liability simply the reasonable protection of a class whose only property was their earnings for as a rule they had nothing else. The principle proposed was not a new one; it had existed in this province before 1901. Mr. W. said that it was not only the working man who sometimes squandered his money—they all spend their money at times perhaps unwisely and he demurred to the suggestion that the working men were sinners in this respect. He supported the amendment.

Mr. Patterson (Islands) said that the working men were the best paid in the province of British Columbia today. The government was not called on to protect dishonest men; honest men required no protection; unfortunate men could not expect the small storekeeper to protect them.

Class Legislation

Mr. J. H. Hawthorthwaite said the contention of Mr. Bowser that this was class legislation was not well taken. All legislation was class legislation. Many men had been forced by the present blackmailing system to pay debts which they never owed. For his part he objected to the amendment.

Mr. T. W. Patterson heartily endorsed all that Mr. Oliver had said. The bill was iniquitous—it meant people coming and asking to be relieved from the result of their own failure. Why should people be relieved from the result of their own failure? Why should people be relieved from the result of their own failure? Why should people be relieved from the result of their own failure?

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farmers should not be held responsible, the decision works were forced on them by the government of the day. He was surprised that the representative of such a rich district as Delta—

Mr. John Oliver—How do you know? You were never there.

Mr. H. H. Hawthorthwaite—Well, I say that Mr. Oliver is selfish; his rich district gives less to, and takes more from the province than any other section. It was unfair, he was sure, the hon. member had difficulty in disposing of his farming produce.

Mr. John Oliver admitted the practical truth of what he declared he had not yet applied to the house for relief.

Mr. J. H. Hawthorthwaite—Well, he was beginning to squeal and the next thing he would be coming to the house; then he would meet the hon. member and the allegation of Mr. Oliver that the farmers of Dewdney were not taxed he declared that they were fleeced to death by the federal Liberal government.

Mr. John Oliver (Delta) declared that the cost of the Delta mill was \$3,000,000, that Delta only paid \$3,000 to \$4,000 a year was untrue, but until the government initiated a better system of book-keeping it would be impossible to find out exact amounts.

Mr. W. J. Bowser (Vancouver) did not think there was ever a question debated in the house that the member for Delta did not know all there was to know about it. Now, he knew, and wished to state to the house, that the contribution of Delta was a miserable pittance. It was the richest district in the province. It received last year \$25,000 for schools and \$1,016 for roads, trails and bridges. Westminster bridge, which benefited Delta greatly, cost in fixed charges \$55,000 a year and Delta ought to pay at least one-tenth. This makes strong enough the case for Delta. It was \$7,476, showing a total of \$24,747 more received out than they pay in. Where was the contention of the member for Delta now? Did this not justify the charge? Then coming to the rich district of hill-walkers. Last year its application for schools, roads and bridges was \$23,841 and its contribution in revenue only \$5,536, showing a balance against that district of \$17,505. Commenting on Mr. Oliver's attitude he asked who was the real leader of the opposition? He asked the member for Delta. The titular leader had deserted his seat, the "de facto" leader was the member for Delta. He suggested that a committee should be appointed to investigate the question of a more equitable assessment of such rich districts as Delta.

Mr. T. W. Patterson asked if Mr. Bowser really thought that the people of the province should be deprived of the revenue from the natural resources.

Mr. Bowser said it was a notorious fact that the member for Delta had money in the bank than any others in the province.

Mr. J. Murphy moved the adjournment of the debate, but was defeated on the vote. He then sought to speak to the motion, but was ruled out of order by the speaker.

Mr. J. R. Brown (Greenwood) did not think adequate reason for the relief sought for had been given. He could tell of many cities in the interior that had been face to face with the same proposition was Dewdney. They had launched out on a scheme of population up to 8,000, 10,000 people to come in, important public works were undertaken. When the population failed to materialize they manfully shouldered their financial burdens without any provincial aid. His own town, Greenwood, had done this and he strongly objected to the timing of the vote of any municipality. They should struggle with their liabilities as others had been obliged to do. He referred to the loan made by the Ontario government to the Soo enterprises, but this measure proposed to go further and make a free gift of \$10,000 to the farmers of Dewdney. If the farmers of Delta were so rich why had not the government exacted their just dues in taxation? Surely they did not expect the farmers to come and offer to pay more. As to New Westminster, which the speaker mentioned, he said that the speaker was the leader of the opposition Mr. Brown said that they were well pleased with the leadership of the member for Rossland.

Hon. Chas. Wilson moved the adjournment of the debate. He said that the report on the bill entitled An Act to amend the Companies Act by providing for the Registration of Companies' Mortgages, was considered.

The Hon. Chas. Wilson moved to add the following as section 6:—

"6. Wherever, in any act, the act hereby repealed is referred to or cited, then the words 'an act to provide for the registration of companies' mortgages' shall be struck out, and in lieu thereof shall be inserted the title of this act."

Carried.

The following as section 5 thereof:—

"5. The word 'company' shall include 'extra-provincial company,' and any company carrying on business within this province."

Carried.

Report adopted.

Third reading tomorrow.

"IT'S ONLY A COLD, A TRIFLING COUGH"

Thousands have said this when they caught cold. Thousands have neglected to cure the cold. Thousands have filled a Consumptive cough or cold with neglect. Never neglect a cough or cold. It can have no other result. It leaves the throat or lungs, or both, affected.

Dr. Wood's Norway Pine Syrup

is the medicine you need. It strikes at the very foundation of all throat or lung complaints, relieving, curing Coughs, Colds, Bronchitis, Asthma, Croup, Sore Throat, and preventing Pneumonia and Consumption.

It has stood the test for many years, and is now more generally used than ever. It contains all the lung healing virtues

The Colonist.

THURSDAY, JANUARY 25, 1906.

The Colonist Printing & Publishing Company, Limited Liability.

27 Broad Street, Victoria, B. C.

A. G. SARGISON, Managing Director.

THE DAILY COLONIST

Delivered by carrier at 20 cents per week, or mailed, postpaid, to any part of Canada (except the city) United Kingdom and the United States, at the following rates:

One year \$5.00
Six months 2.50
Three months 1.25

TO ADVERTISERS—Copy of changes of advertisements intended for next day's insertion must be sent in not later than 6 p. m. each day. Advertisements (other than classified) for insertion in Sunday's issue must be in hand not later than Friday night.

PUBLISHERS' NOTICE.

The Vancouver office of The Colonist has been removed to 612 Hastings street, corner of Howe, where patrons and others will find this paper on file, and where all information may be obtained as to subscription and advertising rates. C. F. Beaven is in charge of the office.

THE FATE OF THE VALENCIA.

Unfortunately, the worst fears entertained for the safety of the passengers on the Valencia when the Colonist appeared yesterday morning have been realized. Only 15 were saved out of 154 souls on board. Those who were not lost in the first instance in endeavoring to get ashore in boats, either succumbed to exposure or were swept into the cruel waters waiting to receive them. None of us can realize the agonies of the moments that lay on that awful night between the victims and eternity. The night was dark, the sea tempest-tossed and the wind blowing a gale. No word-painter could paint the horrors of the situation. To men in such pitiless suspense death comes as a merciful relief, and we have no doubt that the approach of the grim messenger in such circumstances is alleviated either by partial unconsciousness or the resignation of despair. It is said that once the mind is made up to accept death as inevitable, all fears depart. Nature, with its compensations ever at hand, smooths the way for the most direful of fates. The agony of mind of the victims can scarcely be less than that of friends, and near relatives, to whom the sympathy of all goes out at the present moment.

Another wreck is added to the list of wrecks that have strewn the coast, and one more appeal goes up to the authorities at Ottawa to hasten their hand. Rev. Leslie Clay in another column voices the feeling of the community for immediate action in providing the facilities for averting disaster and for saving life in cases of emergency.

It is not a time to proceed according to the order of "red tape." We should make our voice felt while the effect of the latest disaster is still strong on the public mind. There was much talk at the time of the wreck of the Challam about fitting up a life-preserving station, and considerable money was subscribed for the purpose; but sentiment became indifferent as time went on, and nothing resulted. As Mr. Clay points out, it is, however, a public and not a private duty. Without endeavoring in any way to give a partisan phase to the matter, we may remark that our interests from a material point of view, to say nothing of the other considerations involved, are sufficient to demand immediate and adequate attention. If lives counted for nothing, the shipping on the North-west Pacific is too important to be longer neglected.

Since writing the foregoing with reference to the loss of the Valencia, which was based on information received prior to the arrival of the Queen, it has been ascertained that twenty or thirty persons were seen in the rigging through a glass, and their signals of distress observed; but, unfortunately, no assistance was possible to be rendered. The wreck broke up, and every soul on board at the time is believed to have been lost. A more pitiful and tragic tale could not be told—the agonized suspense of men and women doomed to be engulfed in the waiting waters below. Let us hope that the prayers going heavenward from these poor frenzied souls will find an echo in the hearts of the authorities at Ottawa and bear fruit by saving lives in the future from a similar awful fate.

OUR CLIMATE.

A correspondent, writing about the beautiful weather experienced on the 23rd instant, goes quite into ecstasies over the asset we possess in climate, the value of which we do not quite appreciate, inasmuch as we are apt to forget the rigors of winter in the east of Canada, or have not experienced them at all. Someone suggested not long ago that arrangements should be made to have the temperature on the coast telegraphed each day to the eastern papers, with observations on the state of the weather. It would not be a half bad idea, and would appeal to the man who sat down to read his paper after coming indoors out of an atmosphere registering anything from 10 to 40 above zero. The correspondent referred to writes:

"It is to be hoped that many of the visitors from Manitoba were out at Beacon Hill park or one of the suburbs yesterday morning, where the birds were singing their first songs of spring. At the park the robins and meadow larks began to make the air melodious some time before sunrise, and their answering love-calls were continued for some hours. These birds did not go south on their annual migration, preferring, as usual, to remain here. One would be quite safe in asserting that in no other part of Canada were the birds singing their spring songs on the 23rd of January, an indisputable evidence of the salubrity of our western life."

THE SMALL OWNER.

An encouraging feature of the development of Victoria is the constantly increasing number of small property holders. Small business men, clerks and employees of all kinds find it a great advantage to live in their own homes. These can often be purchased on the monthly instalment plan by paying down a few hundred dollars, or even less. The mortgage money can be borrowed at about 6 per cent., and the owner then feels that he has a stake, even if it is a small one, in the city and does what he can to forward its interests. People who buy property in a city seldom leave it unless they receive a considerable inducement. Thus stability is insured. The buyer, although he may not profit very largely by the speculation outside of the natural incentive to save his money, feels that whatever improvements he may make will be for his own benefit and not for that of his landlord. The sense of possession is worth a good deal to the ordinary Anglo-Saxon, no matter how the Socialists may argue to the contrary. Observe the difference in the appearance of a dozen houses taken at random occupied by tenants and another dozen occupied by the proprietors. It speaks well for a city when the number of small holders is on the increase, for it shows that the people are industrious, frugal and prosperous.

THE LIBERAL DILEMMA.

Already, the business men of Great Britain are becoming alarmed at the success of the radical labor, socialist and Irish parties in the general elections, which verifies the adage that it is never safe to swap horses while crossing a stream. There will probably be about 60 straight labor members in the new parliament, and about 80 members of the Nationalist party, while about one-fourth of the Liberals are pledged to the support of one or both. It will be seen, therefore, that a combination of these three elements—Labor, Irish Nationalists and Radicals—is sufficient to terrorize the government and demand practically what it pleases. The demands will include the payment of members, abolition of the House of Lords, Irish Home Rule, and the nationalization of land, telephones, railways, factories, mines, shipping, and all other instruments of production. The members of the government and the Liberal party include a vast number, who are in principle and interests opposed to such a programme. The government and leading members of the party are made up of men who are railway directors, chairmen of telephone companies, rich manufacturers and other large capitalists, who are just now beginning to realize what their victory means to them.

While the Liberals—the old time Liberals—have been gloating over the prospect of defeating the Unionists and giving a quietus to protectionist theories, and the Unionists have been disputing about their own issues among themselves and with the Liberals, another party, that cared neither for free trade or Chamberlainism per se, captured the fort. This was realized too late to stem the tide that set in. The greatest trouble ahead is in store for the Liberal party.

EDUCATION AND LIVING.

The public is beginning to realize more and more that all is not gold that glitters in the educational line. Since popular education became a fad a very extreme value has been placed on the accomplishments of an educated man. As a consequence, much that is spurious and unsound and superficial has been huxteried in public places in the guise of the real thing. We all admire the scholar, whether his acquirements lie in the direction of the classics, the sciences, mechanics, the law, or what not. We respect the man who speaks authoritatively upon some subject as the result of thorough investigation and hard study and special adaptability. The great artist, the great writer, the great orator, the great surgeon, mathematician, musician, engineer, will always command the admiration of the world. There is warrentable glamor about the man who does things better and knows more than other people. Human nature is particularly envious of what it does not itself possess. It is through the appraisement of special gifts and accomplishments and educational requirements that we have for over a century defiled and glorified that system we call national education. There

has been supposed to be some special value attached to training the mind in an all-round sort of way, whether the student intended to embark in the dry goods business, practice law, or build houses. The mental and intellectual development incidental to mathematics, particularly geometry, grammatical analysis, the grinding up of Greek and Latin, the study of history and so on without end, was calculated to fit the person undergoing the process to take on the special duties of every day and to solve the problems of after life. And so schools multiplied, universities and colleges were planted, and systems of education promulgated until it has become a national fetish, like free trade in Great Britain.

Experience has shown, however, that judging education by the standards which its advocates have set up, it has not been educated men in the ordinary sense of the term, who have done the greatest things in the world, or have made the greatest success of life. On the other hand, it has become plainly manifest that some of our greatest failures in life are men the most highly qualified from the scholastic point of view. The great majority of persons have wrong impressions as to the value which attaches to school training. They imagine that it has some special merit over and above training received in an office or a factory or in the field. Whereas, the men who get sooner into the business of life they intend to follow are the best equipped for achieving success. The present school system wants to build an all-round, uniform foundation for a man, so that he can begin any kind of superstructure on it. In other words, the best years of a man's life are spent in getting a start, not unlike a man who runs a mile in order to get momentum for a jump. The direct and practical result of our system carried to its logical conclusion is that it unfits boys and girls for anything serious or useful. A man came to Victoria a few months ago looking for employment. He had been a graduate and gold medalist of Trinity College, Dublin, and had taken post graduate honors, and in a social way enjoyed the advantages which should have opened up a bright career for him. Coming to a new country he had gone through Canada to Japan, where he succeeded in obtaining a post in Tokio university as substitute for a professor for one year. His term having expired and failing to get employment, he came back to Canada, heading for the Northwest the Mecca of all adventurers, learned and otherwise. He was broken in funds and spirit. When asked what he intended doing, he replied "I suppose I must go on and teach. I have no other qualifications that will find a market in this country. All I can do is to teach others to be as useless as I am myself."

The most common experience in this country is to find men seeking employment with diplomas, university degrees, certificates or graduation, and various educational qualifications of a high order, who spurn offers of work because they do not comport with the education they have received. In other words they have been educated as "gentlemen," and can only get employment as laborers, artisans or clerks; and we can hardly blame them for refusing to accept what their parents, and the educational standards under which they imbibed their sentiments, led them to believe was beneath them. A great many useful farmers and mechanics and business men have been lost to the world by becoming members of learned professions, because they had no aptitude for their chosen avocations. Contrariwise, many a Cincinnati has been left at the plough. Adapting the lines of Gray's "Elegy," many a gem of purest ray serene has been left to shed its purest ray unseen in the oblivion of the multitude. The touchstone of greatness is as much opportunity as genius. Each is necessary to the other.

Our system does not take note of the aptitudes of children. It is designed to repress precocity in any certain direction, and to spur up lagging faculties. It usually succeeds better in the former than in the latter. It does not look forward to the time when the pupil must in the ordinary course of events have to choose some line of life or occupation, and prepare the way for opportunity in some special direction. This is a wide subject which cannot be disposed of in a single article, and we propose to discuss it in succeeding issues.

The stretch of coast where the Valencia was wrecked has been well named the "Graveyard of the Pacific." From the great dangers which exist there the greater necessity of all possible precautions being taken for the saving of life.

"'Twas a famous victory" for the Liberals and the Liberal allies, but free trade doctrines don't feed hungry stomachs, and the army of the unemployed will train its guns on the government of Campbell-Bannerman, as soon as that fact is realized. Chamberlain will not have long to wait.

In another column is reproduced an article from the Montreal Gazette which is well worth reading. It refers to an appreciation of the late Sir John Thompson by his intimate friend, Judge Curran. It will be remembered that Sir John died under circumstances somewhat similar to those which attended the death of Hon. Raymond Prefontaine, whose remains are now being conveyed to their last resting place in Canada, and, therefore, the contribution is timely. Sir John Thompson, like the late minister of marine and fisheries, died suddenly of heart disease while on a visit to England on official business. It was accidental, of course, that Mr. Prefontaine was in Paris at the time death overtook him.

THE REAL QUESTION.
The real question of disease is "Can I be cured?" If you or anyone dear to you is losing strength, flesh, energy and vitality, if you are wise you will not spend time trying to find a doctor, but what name to call the disease by. It is almost impossible to draw the line where debility and weakness merge into consumption. Your trouble may not be consumption to-day, but you don't know what it may become to-morrow. Hundreds of people have been restored to robust health by Dr. Pierce's marvelous "Golden Medical Discovery" after reputably consumptive hope.

Were they in consumption, no body can ever know. The important point is that they were hopelessly ill but this matchless "Discovery" restored and saved them.

"I was not able to do hardly any work at all," says Mrs. Jennie Dingman, of Vancouver, B. C., in a most interesting letter to Dr. Pierce. "I had pain in my back and back, and had headache all the time. Last spring I had a bad cough. I got so bad I had to be in bed all the time. My husband thought I had consumption. He wanted me to get a doctor, but I told him if it was consumption they could not help me. We thought we would try Dr. Pierce's 'Golden Medical Discovery' and before I had taken one bottle the cough was stopped and I have had no more of it return. Your best wishes have taken."

Write to Dr. R. V. Pierce. He will send you good, fatherly, professional advice. In a plain sealed envelope, absolutely free. His nearly 40 years experience as chief consulting physician of the Invalids' Hotel, at Buffalo, N. Y., has made him a name in medicine.

Constipation causes and aggravates many serious diseases. It is thoroughly cured by Dr. Pierce's Pleasant Pellets.

LETTERS TO THE EDITOR.

[The Editor does not hold himself responsible for views expressed by correspondents.]

THE WRECK OF THE VALENCIA.

Sir—Your editorial under the above heading, in this morning's Colonist, falls upon me with impact. The responsibility that it (the disaster) could have been averted" is to the general public the most uncomfortable feature of the catastrophe. The "graveyard of the Pacific" is too long to enumerate, but the tragic events of the past few weeks should at least make the dead, loosen purse-strings, and let us have a people showing practical sympathy. Actions speak louder than words.

It may be said, "In God we trust"—but let it be stamped on the dollar. Dollars from the banker, merchant and individual will tell, thus influencing the government, and with the combination of all, something worthy of so noble an object may be accomplished. The undersigned, as secretary of the Lifeboat and Life-Saving Association, will be pleased to hear from anyone.

JOS. PIERSON,
38 Douglas street, Victoria, B. C.

IF YOU FEAR DIPHTHERIA, BEWARE OF A COLD

The best authorities now agree that the chances for contracting diphtheria are greatly enhanced by colds. If the child has a cold it is much more likely to contract diphtheria. The same is true of any of the much dreaded catch-catch diseases. The cold prepares the system for the reception and development of the germs of these diseases; that is why one child will contract a disease and another exposed at the same time will not take it. The one that takes it, as a rule, has a cold. Even slight colds are dangerous, and should have prompt and intelligent attention. Whether for a child or an adult you will find no better preparation than Chamberlain's Cough Remedy. It can always be depended upon to effect a quick cure. There is no danger in giving it to children, as it contains no harmful drug. For sale by all druggists.

NOTICE IS HEREBY GIVEN that we intend to apply at the next regular sitting of the Licensing Court for a transfer to Robert Charters and Robert Laling of our Retail Liquor License to sell spirituous and fermented liquors at the Jubilee Saloon, situate on Johnson Street, in the City of Victoria, B. C.

Dated this 18th day of January, 1906.
FREDERICK WHITE,
ROBERT CHADWICK.

INCONSISTENT PROPOSALS.

Sir—In all new countries there is a desire by their sparse and non-capitalist citizens to invite men of capital and experience to come in and help to develop their country, thereby giving employment to the unemployed and enriching the State. All agriculturists, fishermen and miners coming to new countries are poor, and as a general rule they seek an agent or those who have money to lend, to borrow sufficient to pay for the land, buy implements and stock; the fisherman, boats and nets; the miner, to form a company of men with some capital to open and work his mine.

Can this class of persons do these works without the aid of capital? Surely not. Then why should the laborer condemn capital, seeing he is helpless without the aid of others? The common saying is that labor makes capital. Quite true; and equally true, that enterprise, capital and brains make, feed, cloth and make the workman what he is today—an independent factor in our social and political systems, which must be taken into account by rich and poor, in every phase of life.

Why, then, should a government or a municipality which has with pleasurable acceptance given a charter to a railway company, electric or water company, whose members have invested their own money, and giving a useful and much-needed service to the public, be pounced upon, their property expropriated, or a competition set up against them with the promise that those they are serving usefully? Why should the enterprise of a small company be swallowed up by the unequal advantages of a larger company which does not expend an individual dollar?

A great objection to municipal ownership

By actual test it has been proven that linen collars give the best resistance to laundry wear and tear.

Do you think of that when you are buying, or do you just ask for "a collar"?

It will pay you to wear to insist on

FAIRFAX LINEN COLLARS
All styles, all sizes.

Makers, Berlin, Canada.

EVERY
"MAPLE LEAF"
"RUBBER"
bears the
Maple Leaf
brand

none are
genuine
without it

J. Leckie Co., Ltd.
Selling Agents
Vancouver - B. C.

A Lady in London, Eng., Writes for Eight Bottles of
Shotbolt's Cucumber Cream
She says: "I brought several bottles home with me and would very much like to renew the quantity" (25c. a bottle).
SHOTBOLT'S PIONEER DRUG STORE, 59 JOHNSON
LOOK OUT FOR THE ELECTRIC SIGN.

A Classified Advertising Editorial

The Law of Averages

The law of averages in human affairs is as unreplicable as the law of gravitation. The suspension of this law, for one day, would mean "chaos come again" in the lives of men. Imagine some of the things that might happen. All of the people who will ride in the street cars in the course of a year clamor to ride in one day, or all of the people who ride in the course of a year stay at home for a day conclude to do so on the same day!

Under the law of averages a store will gain a half dozen new customers and lose half as many old ones in a day. Under a suspension of the law the yearly totals are arrived at in an hour. Under the law of averages half of the people of Meriden in the course of ten years will have visited New Haven or Hartford. Under a suspension of this law all of these people will conclude to make this visit on the same day!

It is easy to see that a suspension of the law of averages would turn civilization topsy-turvy in a moment—would fill graveyards and bankrupt insurance companies, overpopulate prisons and asylums, call the disasters of years into a space of days. But the law will not be suspended for a moment of time—it is an unchanging statute enforced by the relentless prosecutors, Time and Fate. The safety of human enterprises lies in this same law. It regulates the results of effort, rewards industry and aggressiveness as surely as it rebukes inertia.

Without this beneficent law Want Advertising would probably go out of fashion—its results could not be forecasted. Under the law Want Advertising becomes a force almost tractable, almost controllable. The law of averages means that when you come to feel the need of something, some one else ceases to feel its need—and you can secure it; when your servant leaves you, some one else's has left, too, and is looking for another place; when your tenant moves, some other family moves, some other family has become dissatisfied with their quarters and will seek the house you advertise; when you conclude to play golf some golf player has gotten tired of it, and will trade his outfit for your set of Dickens—and so, all along the line of needs and wants, the law of averages keeps at work, through the want ads, in adjusting things.

And the same law assures you that while not all of the readers of this paper will read your want advertisement in the Colonist, an average number will do so; and that while your advertisement may not appeal to every all of these, it will appeal to some of them. And so, hitched up with the law of averages, Want Advertising in the Colonist becomes a pretty sure reliance in times of perplexity or need.

Smoke

Mainland
and
British Lion
Cigars

Every cigar branded.
Insist on having them.
For sale everywhere.

EDUCATIONAL

CORRIG :: COLLEGE

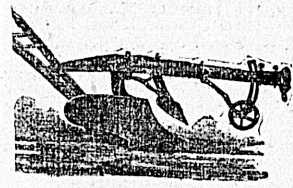
Beacon Hill Park, VICTORIA, B. C.
Select Day and Boarding College for Boys. Senior Class recently prepared for Business Life, or Professional or University Examinations. Junior Class for younger boys 8 to 12 years. Inclusive and strictly moderate monthly fees. Phone A743.
Principal, J. W. CHURCH, M. A.

The Sprott-Shaw BUSINESS University
VANCOUVER, B. C.

336 HASTINGS ST., W.
Offers a Choice of 2 to 4 Positions
To every graduate. Students always in Great Demand.

Commercial, Pitman and Gregg Shorthand, Telegraphy, Typewriting (on the six standard makes of machines), and Languages, taught by competent specialists.
R. A. SPROTT, B. A., Principal.
H. A. SCRIVEN, B. A., Vice-Principal.
L. M. ROBERTS, Gregg Shorthand.
J. C. SKINNER, Pitman Shorthand.

PLOWS



FOR GENERAL
—AND—
SPECIAL PURPOSES
—FOR—
LIGHT, MEDIUM
—AND—
HEAVY SOILS

OLIVER'S
VERITY'S
—AND ALL—
LEADING MAKES

—SEND FOR—
ACTUAL NET PRICES
—TO—

E. G. PRIOR
AND CO., LTD.

AGRICULTURAL IMPLEMENTS
123 GOVERNMENT ST.
VICTORIA.
P. R. 661

Not Responsible

British Barque Werrid
CAPT. J. H. WITT.
(From Acapulco)
Neither the captain nor the undersigned will be responsible for any debts contracted by the crew of the above vessel with or without the order.
ROBERT WARD & COMPANY, LTD.

EVERY
"MAPLE LEAF"
"RUBBER"
 bears the
 Maple Leaf
 brand

 none are
 genuine
 without it

J. Leckie Co., Ltd.
 Selling Agents
 Vancouver - B. C.

And the same law assures you that while not all of the readers of the paper will read your want advertisement in the Colonist, an average number will do so; and that while your advertisement may not appeal to even all of these, it will appeal to some of them. And so, hitched up with the law of averages, Want Advertising in The Colonist becomes a pretty sure reliance in times of perplexity or need.

336 HASTINGS ST., W.
Offers a Choice of 2 to 4 Positions

Not Responsible
British Barque Bermuda
CAPT. J. H. WITT
 (From Acapulco)
 Neither the captain nor the undersigned
 be responsible for any debts contracted
 by the crew of the above vessel
 in their written order.
ROBERT WARD & COMPANY, LTD.

There's A Reason Why

You should come to us for drugs and sundries. It is a simple one. We always give you the purest and very best quality. . . .

Quality, Skill and Care Is the Ladder by Which We Climb

Cyrus H. Bowes
CHEMIST

98 Government St., near Yates St.

A SNAP

IN
BUSINESS PROPERTY

CENTRE OF CITY.

Producing \$1,000.00 per year gross.

Price \$12,500

P. R. BROWN, Ltd.

30 BROAD STREET

Phone 1076. P. O. Box 423

THE SANITARY FEATHER WORKS

Fort and Blanchard Streets

Renovate feather pillows and beds by the latest improved steam and hot-air process, with automatic disinfecting and cold-blast attachments, insuring thorough fumigation, cleanliness and lasting buoyancy to the feathers.

HURD & WARD, Props. 'Phone 392.

SPECIAL SALES

Toilet Goods
Combs
Brushes
Skin Tonics
Perfumes, Etc.

B. C. DRUG STORE

Tel. 356. 27 Johnson Street.

J. TEAGUE, PROPRIETOR.

SHADE TREES

Chestnuts, Elms, Lindens, Locusts, Laburnums, and other favorite varieties.

JAY & CO., 13 BROAD ST.

VICTORIA. Phone 760

TO LET

THE ST. FRANCIS HOTEL

For Full Particulars Apply to

Messrs. Drake, Jackson & Helmcken,

20 Bastion Street

Solicitors for Owners.

CANTON BAZAAR

106 GOVERNMENT ST.

All kinds of Fancy Goods in Silks, Linens, Drawnwork, etc.

Large consignment of new goods in China

Ware, Novelties, etc., just arrived.

Call and inspect our new and up-to-date stock.

NOTICE.

The south end of St. Charles Street, from Fairfield Road to Chandler Street, is closed to vehicular traffic from Monday, the 11th instant, until further orders.

C. H. TOPIP, City Engineer.

d28

Show Cases

We manufacture Up-to-Date Show Cases, Pank, Store, Hotel and Office Fixtures, Wall Cases, Counters, Shelving, Mantels, Desks, Art Grills and Mirrors. Order Furniture a Specialty.

DICKSON & HOWES

Phone 1165. 121-123 Johnson St.

H. J. Bray Commission Agent

And dealer in Pickled, Dried, Smoked and Canned Fish.

Consignments and Correspondence Solicited

Established 35 Years. P. O. Box 351

HONOLULU, H. T.

A SNAP

TO LET—Restaurant; first class, central location; fully equipped with new furniture, which can be purchased at a bargain. Apply

A. W. BRIDGMAN,

41 Government St.

Victoria's celebrated Hose House Llamas from 25c to 50c pair; Cashmere, 25c to 50c. G. W. Robinson, 84 Yates street.

Use telephone to Chilliwack.

ESQUIMALT

41½ acres, facing sea, 10 cultivated, 10 room house. Terms, \$7,000.

Near to Victoria

300 acres, 60 cultivated; 5 room cottage; orchard, \$20,000.

To Let

Fort street, 2 stores, 8 rooms; electric light, \$20.

E. A. Harris & Co.

35 FORT STREET

FOR SALE

One of the most desirable waterfront building sites in Victoria, consisting of two or more acres, excellent soil and well sheltered; 11,000 Strawberry Plants in bearing. Terms to suit purchaser.

WANTED

Four or five roomed Cottage within ten minutes' walk of business centre. Price must be reasonable.

MATSON & COLES

23 BROAD STREET

TRANSFORMATIONS AND SWITCHES ALWAYS IN STOCK

—AT—

Mrs. KOSCHE'S

55 DOUGLAS ST.

H. & H.

The Best and Cheapest Ready Roofing on the Market

Williams & Mellis

Phone 758. 28 Broad Street

Victor Talking Machines Reduced

Prices on Victor Talking Machines are now one-third less than the old price. Call and see our samples just received.

THOS. PLIMLEY,

Agent for Victor and Berliner Gramophone.

OPPOSITE THE POST OFFICE.

P.S.—10-inch Records, 65c.; 7-inch Records, 35c.

J. KINGHAM & CO.

AGENTS

NANAIMO COLLIERIES

Lump and Sack Coal\$5.50

Washed Nut Coal5.00

Dealers in Cord Wood and Cut Wood

Office

30 BROAD STREET, Corner Troncon Alley

'Phone 647

TRY IT!

CROWN COFFEE

—IS—

HEALTHY PURE

—AND—

STIMULATING

TRY IT!

1 and 2 lb tins

SOLD BY ALL GROCERS

.....

Business Locals

.....

All shoe dealers will recommend Good-year well shoes. They are not have them sold by the only Good-year lock-stitch machine in Victoria. Men's sew soles, 75c.; ladies, 50c.; men's heel, 25c.; ladies, 20c. Jackson & Smith, 52 Fort street.

Ladies' showerproof coats are perfect garments for all seasons. A nice lot just in. Latest styles and shades, \$6.00 up. Robinson's Cash Store, 86 Yates street.

Ladies' Skirts.—Price \$1.75 up; Meltons, black and navy, \$2.25 up; Homespuns, light grey, \$5.75; 11½; Lustre, \$3.00. All new goods and latest styles. Robinson's Cash Store, 86 Yates street.

The third annual meeting of the Victoria Fruit Growers' Association and Exchange, Ltd., will be held at Government Buildings on Saturday, 27th January, 1906, at 10 a.m. Business to come before the meeting: Annual report of the association, election of officers, etc.

Hose Specials.—Llamas at 35c or 3 pairs for \$1.00; also 2 first quality Llamas at 50c. Cashmere Hose, plain or rib, 25c best value in the city or money back. G. W. Robinson, 84 Yates street.

Let's and Canadian Office and Pocket Diaries for 1906—big line at Victoria Book & Stationery Co., Limited.

Heating and cooking stoves. Largest stock in the city at Clarke & Pearson's, 17 Yates street.

Whittaker and Canadian Almanacs for 1906; also next supply of customs tariffs. Victoria Book & Stationery Co., Limited.

Use telephone to Chilliwack.

FOR SALE

Modern Dwelling on Best Residential Street in Victoria. Price Moderate.

Heisterman & Co.

Local News

Amherst shoes are solid leather.

Assembly Club.—The Assembly Club will hold their usual dance on Friday, the 26th, instead of the following week, so as not to conflict with the Native Sons' ball.

Building Progress.—Two very handsome cottages, with all modern improvements, are being erected by D. H. Bale, contractor—one for Mrs. W. Horton on the corner of Vancouver and Fort streets, and one for Mr. Charles, to be built on the corner of Niagara and Clarence streets.

Business Change.—The partnership heretofore existing between Messrs. Watson & Hall, grocers, doing business on Yates street, has been dissolved and the interests of Mr. W. B. Hall have been purchased by Mr. F. C. Jones. The new firm will be known as Watson & Jones, who will assume all liabilities of the late firm and to whom all accounts are to be paid.

Merchant Service Guild.—The Merchant Service Guild of this city will meet tonight in the hall, Government street. It is understood that business of unusual importance will be considered. It is the regular meeting of the association, but pilotage matters will be further dealt with. In addition to the above, a proposition re the Dominion Trades and Labor Congress will be taken up, and a full and interesting meeting is looked for.

Savoy Changes Hands.—It was reported yesterday on excellent authority that the long-pending deal between the proprietors of the Savoy Theatre in this city and the Considine syndicate of Seattle had been completed, the change of ownership to take place almost immediately. It is understood that the new proprietors will turn the place into a first-class family theatre. The building will be entirely remodeled, the interior fittings and apartments as at present arranged being entirely removed. The expense attached to this will be considerable, and local contractors are understood to be already figuring on the job.

Royal Templars.—The Royal Templars of Temperance met in the A. O. U. W. Hall on Tuesday evening, with a fairly good attendance. After the initiation of two candidates, one by membership and one by transfer, the following officers were installed: P. C. Bro. W. Hodges; S. C. Bro. J. B. McCallum; V. C. Bro. S. H. Gibson; Chaplain, Bro. W. H. Gibson; R. S. Bro. W. Gibson; P. S. Bro. J. H. Treas. Bro. C. Cron; Guard, Bro. C. H. Mitchell; Herald, Bro. J. Gibson. A committee was appointed to complete arrangements for the address to be given by Dominion Organizer Bro. Mulholland, assisted by local speakers, on "The Abolition of the Saloon Licence and the Present Status of the Liquor Traffic." A letter was ordered to be sent to the mayor in appreciation of his efforts in suppressing gambling in this city.

The Police Grind.—Johnnie Johns, alias Gus Morley, was yesterday assessed \$25 and costs or one month by the call for having been found with intoxicants in his possession. Sing, a Chinaman, for a similar offence, but being found on the last night, was released on \$100, until Friday, to permit of his celebrating the New Year festivities. Chew Bing, charged with being drunk, will not celebrate, as he was remanded until Friday. He entered a plea of not guilty. The four stowaways taken from the Queen were returned to Seattle last night. As Coroner Dr. Hart was away at the wreck of the Valencia yesterday, no inquest was held on the body of Peter Hands, who died suddenly while being taken out of Steitz' cafe. The body is at the morgue.

The Reform Wave.—All the saloon-keepers of the city were yesterday visited by officials of the police department and notified that the Sunday Closing Bill would in the future be strictly adhered to in all its provisions. This implies that all saloons in the city must close their doors and dismiss their customers promptly on the stroke of 11 o'clock on Saturday evening, the premises to remain closed until 1 o'clock Monday morning. Another order, said to have just been issued by the police department under the direction of Mayor Morley, is to the effect that no house of prostitution in the city must liquor be sold at any time. These new regulations have excited a good deal of talk among the sporting element, who fear the "Victoria" will be a "closed town" for a year at least.

Troop Shipment Test.—A very interesting despatch, dated Winnipeg, Jan. 23, appearing in the Sound papers, reads as follows: "The Canadian Pacific is shortly to be subjected to a big transportation test by the British government having its new alliance with Japan, in which both nations pledged themselves to support each other. The government determined to discover just in what time it could send a considerable body of men from England to the Queen Charlotte Islands, which lie north of Vancouver. The scheme is to load up the Canadian Pacific to transport 30,000 marines and sailors with boats and all equipment, from England to Vancouver and thence to coast in vessels to Queen Charlotte Islands. This will involve the chartering of extra vessels and the running of 20 trains each loaded with 500 men and camp equipment across the continent. The experiment will take place in about two months."

Dr. Garesche removed to 118 Yates St.

About Cleaning Table Knives.—Wellington knife polish applied to a Wellington knife board makes the best and cheapest knife polisher. It neither scratches nor wears away the knife. It is perfectly free from dust, and it cleans and polishes the steel perfectly. Boards 25 cents and 40 cents. Polish 25 cents per tin.

Dr. Garesche removed to 118 Yates St.

Use telephone to Duncan.

A POLITICAL STORY.

New Westminster Columbian Tells of Appointment to Customs Service.

An appointment in the customs service expected to be made very shortly is rendered more probable by the fact that through whose skilled assistance Mr. Kennedy covers himself with administrative glory, says the Columbian. There is an element of hard luck in this case, however, since after striving himself to ensure that there should be a vacancy Mr. Kennedy finds that the nomination of a successor is expected to come from a more influential quarter.

The office in question is that of Inspector of Customs, now held by Mr. J. S. Clute, who has grown grey in the service, and has an honorable record. If the department were so inclined, certain it seems that the M. P. for New Westminster was not troubled for further recommendation in the matter.

On the contrary, nominations from the outside were called for. Mr. Busby, of the Yukon, became a hot favorite, but now he appears to have been side-tracked in favour of a certain friend of his, who lives at the Capital and loses no opportunity to secure for his friends there the patronage that would come in this way. If we have our way in the senate regarding here, there are protests galore going forward from the patronage committee, only to fill the waste paper baskets, while the Yukoner remains in the Yukon both secure on an early removal in this direction.

FESTIVE SEASON

OF THE CHINESE

Celebration of the New Year Now Being Observed by Local Celestials.

In conformity with the ancient custom in vogue in the Flowery Kingdom, the residents and businessmen of Victoria's Chinatown yesterday night put up their shutters to their houses and stores and commenced the real celebration of their New Year's festivity by receiving and calling. The celebrants will last night, Friday night, and meanwhile there will doubtless be much anxiety and disarrangement at meal hours in many an Occidental home due to the prolonged absence of "the boy" without any certain prospect of a temporary, who your leave, holiday.

The streets of Chinatown were yesterday alive with people, both curious whites and Celestials. Among the older Chinese of that quarter, it was noted that the ancient usages and customs, were to be seen scores of both sexes clad in gorgeous creations in multi-colored silks and satins, while those who have been in the United States and Europe in their best suits and hats of European fashion. In twos and threes, and sometimes whole families, the callers paid their respects and greetings from store to store, and the hosts were received by their hosts with a most approved and courtly bow and the salutation, "Kung Hai Fat Choy"—which, literally translated, means a happy return of the day, or event. Later the spiked foods and wines had been passed around, and sparsely partaken of, the caller retired, and at the street door both host and guests part—with another profound bow. And so the day goes on.

In the evening the festivities are enlivened by the continuous letting off of fire-crackers and immense bonfires, until late in the night, and the Chinese loves noise, which to him is a charm against the bad spirits.

The Chinese theatre on Cormorant street was taxed to its capacity, throughout the afternoon an evening yesterday, and to anyone who wants an inside peep into the histrionic art as depicted by the sons of the dragon, the 25 cents charger is well worth the price of admission.

Liberal Association.—A meeting of the Victoria Liberal Association will be held in Sir William Wallace Hall tomorrow evening at 8 o'clock.

W. C. T. U. Meeting.—The regular meeting of the W. C. T. U. will be held this afternoon at 3 o'clock in their hall, Yates street. All members are requested to be present.

Life Saving Association.—A meeting of the Life Boat and Life Saving Association has been summoned to be held in Secretary Peterson's office, 38 Douglas street, on Tuesday, Jan. 30, at 8 o'clock. The meeting is for the purpose of feeling an interest in the theme will be welcome to discuss events and designs for operation.

Dance Postponed.—After confirmation of the particulars of the wreck of the Valencia, the managing committee of the Invitation Dance Club immediately decided to postpone the dance, fixed for last evening. The committee deeply regret the shortness of the notice, but feel that they only acted in accordance with the generally prevailing sentiment expressed by the members of the club and their guests.

Endorse Mayor's Action.—At a session of Perseverance Lodge of the Independent Order of Good Templars, held in the K. of P. Hall on Tuesday, it was unanimously resolved: "That this lodge thanks His Worship the Mayor for his efforts in the cause of morality and virtue, in stopping the public gambling in this city, and hopes that his hands may be sustained in this and further steps in the right direction."

Shipping Claims.—Thousands of sacks of claims are about to be shipped to the Sound from Island points. This is a new industry which has been fostered by the enterprising Yankee and bids fair to grow to large dimensions. It is understood that parties from the Sound have in contemplation the purchase of the cannery at Sidney. It is acknowledged that the local claims are much superior to those secured in the waters across the Sound.

Boston's Barber Regulations.

Board of Health Orders Sterilization of All That Barbers Use on Customers.

A special despatch from Boston, May 5, 1906, to the N. Y. Sun gives new regulations of the Boston Board of Health as to barber shops: "Mugs, shaving brushes and razors shall be sterilized after each separate use thereof. A separate, clean towel shall be used for each person. Material to stop the flow of blood shall be used only in powdered form, and applied on a towel. Powder puffs are prohibited. Wherever Newbro's 'Herpicide' is used for the purpose of stopping the flow of blood, there is no danger of infection, as it is antiseptic, and kills the dandruff germ. Sold by leading druggists. Send for in stamps for sample to The Herpicide Co., Detroit, Mich.

C. H. Bowes & Co., 95 Government St., Special Agents.

Carters' Carbon paper and typewriter ribbons are the best made. Used once, use always. Victoria Book and Stationery Co. Ltd.

Annual Meeting

Victoria Creamery

President's Report Shows Grati-fying Improvement During The Last Year.

Good Dividend Declared—A List Of the New Officers Elected.

The Victoria Creamery Association held its annual meeting yesterday. The president's report showed a decided improvement during the past year, the report of the secretary-treasurer confirming this. A bonus of \$1,000 was declared, to be divided among the shareholders who are patrons of the association, according to the amount of butter-fat supplied by them.

It was decided to continue the inspection of dairies, instituted by them about two months ago, and which has caused great improvement throughout the district.

A committee was appointed to carry through the cold storage proposition, commenced by the late board of directors.

The shareholders in general seemed well pleased with the financial standing of the association.

The following officers were elected for the year 1906: President, J. Nicholson (re-elected); vice president, F. N. Borden (re-elected); secretary-treasurer, A. G. Snelling (re-elected); directors, G. Sangster, J. Shopland, E. R. John, J. K. McKay, W. F. Loveland, J. W. Sluggert, A. H. Peatt.

The shareholders voted the president \$100 as a slight recognition of his services.

It is interesting to mention in connection with the meeting that the amount of butter produced during the year was 204,810 pounds—an increase of 50,000 pounds over the previous year. The amount paid to members for cream was \$47,60.

CANNERS APPEAL.

Operators Complain That the 1906 Assessment is too High for Them.

The New Westminster Columbian in its issue of Saturday says:

A special session of the court of revision is being held today in the court house at Vancouver by Mr. C. G. Major of New Westminster, sitting as revising judge. Certainly fifteen appeals by cannery operators against the 1906 assessment will be laid fully before him, and it is possible that some of the canners not represented in the number mentioned may be on hand with complaints, as all have been treated alike in the assessments made by Mr. W. L. Fagan, provincial assessor, in whose district the Fraser river canneries are located.

Among the canners affected by the new and increased assessment are the British Columbia Packers' Association, controlling the largest number of plants on the river: Messrs. Bell-Irving & Co., Malcolm, Cannon & Co., British Columbia Canning Co., Canadian Canning Co., St. Mungo Canning Co., Mr. C. S. Windsor, J. H. Todd & Sons of Victoria and the Nanaimo Packing Co., and the Great Northern Cannery. The last two mentioned are on Howe Sound and English Bay, respectively. Messrs. Buttmer & Dawson, opposite Stevenson, are also interested.

An increase of over 500 per cent. on the average, and from 400 to 1,000 per cent. in individual cases is alleged to have been made in the provincial tax levies for 1906 against the salmon canneries on the Fraser river. The assessment of nineteen canneries has been jumped from \$100,000, the rating accorded for 1905, to over \$1,000,000.

UNITED MINE WORKERS.

Demands Formulated at Session of Conference Yesterday.

Indianapolis, Ind., Jan. 23.—The United Mine Workers of America today began consideration of the report of the scale committee by sections. The sections demanding a general advance of 12½ per cent. over the scale, demanding a ruin of nine basis, demanding a differential of seven cents between pick and machine mined coal, demanding a uniform day wage scale and demanding that all yardage and deadwood be advanced 12½ per cent. were adopted by the convention. The demand that no boy under 16 years of age shall be employed in or about the mines, was taken up. It caused a protracted debate, a road and whooping laugh and has found it very beneficial. She has implicit confidence in it and would not be without a bottle of it in her home. Sold by all druggists.

A JAMAICAN LADY SPEAKS HIGHLY OF CHAMBERLAIN'S COUGH REMEDY.

Mrs. Michael Hart, wife of the superintendent of Cart Service at Kingston, Jamaica, West Indian Islands, says that she has for some years used Chamberlain's Cough Remedy for her children, and whooping cough and has found it very beneficial. She has implicit confidence in it and would not be without a bottle of it in her home. Sold by all druggists.

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At Once!

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Do not delay, as this is the greatest event of the season, and you must attend.

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Teaspoon of Armour's Extract of Beef

to a cup is all that is required. The best Beef Tea. A jar lasts longer than other brands—because you don't have to use so much to get the proper strength.

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SAVOY SOUPS.

12 Varieties. Delicious, wholesome appetizing. One can will make 6 portions, 15c. At all grocers.

Why Yukon is Free From Chinese

Experiences of Pioneer Oriental Gold Miners Discouraged All Others.

"Emergency Mayor" Displayed Presence of Mind in the Matter.

Cariboo is full of Chinamen; in Cassiar they are as common as whites and Indians, and all the placer camps of the Pacific Coast except those of the Canadian Yukon contain these clammy Asiatics, who, sooner or later, from coals or tallow, remit to the Plowry Kingdom the yellow gold they earn in the land, not of their own, but of their exploitation, says the Vancouver World. Even in far-away Fairbanks, in Uncle Sam's northern territory, two Chinamen, it is reported, spent last season, and these two will as certainly be followed by more in the first two swallows are eventually followed by summer.

Why has the Canadian Yukon hitherto been immune? This is a question that the majority of people are better able to ask if any Chinamen are in the Yukon, and even those who know there are none are either too much occupied with their own affairs to consider the reasons or if they ever think of it, conclude that the Orientals have not yet thought of trying their luck in the golden North.

However, it is not entirely due to natural causes or to Chinamen apathy that there are none of the yellow men in Dawson and the other Northern camps. That the Canadian Yukon is still purely a white man's country, that, notwithstanding the gold-mining, gambling, tallow-riding, industrial, superstitious, shrewd and altogether peculiar John Chinaman is not washing clothes in Whitehorse, gold on the Klondike creeks or running stores in Dawson, is entirely due and clearly traceable to the prompt, energetic and far-sighted action of a self-constituted vigilance committee and a number of men, who, when they were first turned back the first and last batch of coolies who ever got as far as Whitehorse on the road to the Klondike.

The story of how it was done, how the hopes of Victoria's Chinatown were nipped in the bud, and of how the Yukon was saved to the white miner, laborer and merchant, was told to a World reporter by an old musher who helped to break the first trails through the Yukon snow.

Chinks Headed Off Klondike
"There are lots of old time Yukoners who know how the Chinks were headed off the Klondike," said the old musher, who had been in the country for many years, "and they never go into a new country in large numbers. They know enough to break it gently to the miner and get him used to the few of them around before they crowd in all. When the men who made the trails in the North and survived it were mostly men who had experience and knew their own minds. They knew the Chinks and they knew they didn't want them. It was in June, 1902, that the first Chinamen in Victoria thought that the trails had been made smooth enough into the Yukon to justify them in sending an advance guard of their countrymen to the camps there, and they shipped four up to Skagway by the C. P. N. line. One of the newcomers could speak A1 English and he wanted to let it be known that he didn't care to understand he couldn't understand anything."

"At Skagway the four pioneers took the White Pass & Yukon line for Whitehorse, where they were to be met by Dawson. It's not likely that the transportation companies wanted to carry the Chinks, but the law wouldn't let them refuse. Anyway, the law was on their side and sound, but that was where they met their surprise party."

"The Chinamen had not engaged rooms in advance at Whitehorse, and they knew that, but still there was a big crowd of them on the platform to meet them. Of course the train was the daily excitement then in the city, and as it is now, but that did not fully account for the crowd that greeted the platform, and the Chinks were probably surprised at the earnest way they were sized up by the assembled townsmen."

"Of course the Chinks had no idea of

staying in Whitehorse; there was no mining around there, and while they probably were not expecting to be received with arms and legs by the Dawson miners and merchants, still they did not expect to find so much interest at the rail head. They expected only an ordinary welcome at Whitehorse, but it did not turn out quite that way. If they had not been so sure they would have been about as welcome there as in Whitehorse, for the same class of people, men who had helped to break the trails into the wilderness, and who had both populations, and none of them had any idea of standing by and seeing Chinamen cut them out of the reward of the risks and hardships.

Warm Reception at Whitehorse
"The Chinese" train arrived at 4 o'clock in the afternoon, and at 5 o'clock the citizens held a meeting to decide upon the best way of getting rid of the Chinks. A committee was appointed to wait upon the unwelcome strangers, who, had by this time found shelter in a tent where they intended to await the arrival of the steamer that was to take them to Dawson the next day. At 9 o'clock the committee interviewed the Chinese and informed them that there were no openings for Chinks in Dawson. It was explained to them that the Dawson people did not want them, but beyond saying that they did not want them, they made no comment on the information. As there were no trains going to Skagway that night the matter rested until morning, but when 9 o'clock came and the White Pass Limited was ready to pull out for Skagway, the four fellows of Victoria's Chinatown were not ready to leave. They persisted in their intention to go to Dawson and wash clothes. The committee were now rather up against it, the Chinks having failed to take their advice, but they struck a brilliant idea and informed the birds of passage that they would have to call upon the city council and the mayor. Whitehorse was not a city and did not have either a council or a mayor, but something had to be done, so they were invented. The limited was pulling out and the Chinamen were still in Whitehorse, but there was a freight train leaving at 11 o'clock, and on this and the blint about the mayor and council the boys rested their faith. Then they went to a man who had not been seen by the Chinks as yet. This was Jack West. They told him that they were appointed mayor, gave him a list of the names of the men who had helped to break the trail, told him to do anything he liked, that if he got hanged it would be his own look-out, and then left him to the job with their blessing.

Returned as Freight
are held at prices which are not much below the market. "Emergency Mayor West went to the Chinks and gave them a lot of fatherly advice. He told them they would never have any friends in the Yukon territory and that it was a good place for them to get out of as soon as they got the chance. He informed them that he was mayor, but did not want to have to take any extreme measures with them. He was helped out a whole lot by the fact that there were several mounted policemen around who did not interfere, and with whom he took care to let the Chinks see him associate. The police were not taken into the confidence of the white men, and the Chinks did not think of appealing to them. On the contrary, they thought when they saw West talking to them that he must be the only real thing around the parts."

"After concluding the Chinamen that he was boss around the camp and that it was a most unhealthy country for them, the mayor of the moment graciously informed the visitors that they were to be sent leaving at 11 o'clock and that he could arrange with the company to carry them back to Skagway and ship them to Victoria if they had money for their fares. The Chinks, who had plenty of cash, pleaded poverty, and the resourceful mayor then said that rather than see them get into trouble or stay in such serious danger, the authorities would put up the funds."

"The merchants of Whitehorse were glad to get rid of the Chinks at any price, and gladly subscribed the fare. They were seen safely aboard the freight train by Mayor West in person, and as soon as the train pulled out of sight everybody went and had a joyous drink on the surplus of the transportation fund. Mayor West's health was drunk so often that the day finally became a very lively one and finished up in a general celebration."

PROF. ODLUM TELLS OF HIS WANDERINGS
An Entertaining Lecture Given at Vancouver on Friday Last.

The lecture given by Prof. Odum in the museum of the Carnegie library on Friday night was of a most interesting and instructive character. The room was filled and many were obliged to stand, says the Vancouver World.

Dr. Robson in a few cordial words introduced the speaker, who on rising, received a warm welcome from his audience. Professor Odum remained that most of those present were either old-time or young-time friends of his. Dr. Robson was one of the pioneers of the province who had helped to build up the moral fibre of the country, and in years past he had been one of the best known men in the Dominion. The professor modestly attributed the size of the audience to the increasing interest that was being taken in the museum, and in a few words he sketched the growth and progress of the work of the institute during the past few years. But his lecture had been entitled "Observation on Travel."

In all his wanderings it was his own country that had made the most tremendous impression upon him and he had had plenty of ground on which to speak as he had crossed the Dominion thirty or forty times. Next the professor touched on the gold stream, and then it was Guernsey which he had visited because his father had been born there "when he was very young." He spoke of the beauty of the cliffs of Dover and of France when viewed in the sunlight, of the quaint charm of Jersey where Victor Hugo had lived for so many years, and where he had written "Les Misérables," and of the gallant English captain, Lord Summerhayes, who would rather have run his ships on to the rocks than have let them fall into the hands of the French. Then to Denmark and Sweden, where they could land a steamship with iron in five hours. He then spoke of Russia whose government was as different from other governments as our best government was from one of Hottentots. No people were more down-trodden in the world, except, perhaps, the Jews, were the Russians, and it was a bitter fact that the only way to force the forces to the Turks to force them to treat Armenians properly, until Russia had been given a good trouncing. He considered that Germany had the best army in the world, and had admired the people immensely. But he would not ex-

Daily Fashion Hints

Published by The Colonist by Special Arrangement With the American Fashion Company, 853 Broadway, New York



THREE-QUARTER LENGTH COAT OF SERGE—Some of the latestest coats for growing girls are made this season in severe tailored design, distinguished, however, by a hang and finish quite unprecedented. Although in many instances they are loose fitting, it requires a master hand to accomplish the studied freedom from snug outlines which lends cachet to these models. A stylish coat is illustrated, being made of blue English serge, with collar and cuffs of red velvet. Detachable cuffs and collar of linen can be worn also.

change the scenery of British Columbia for the finest scenery he had ever seen in Europe.

C. P. R. AND GREAT NORTHERN.

Mr. William Whyte's View of the Situation.

Mr. William Whyte, second vice-president of the Canadian Pacific railway, when asked if he thought the new lines that Mr. J. J. Hill of the Great Northern is reported to be promoting would result in diverting much traffic from Canada into the States, said: "I hardly think so. Of course, Mr. Hill is not appearing in the matter himself, but he is believed to be behind the project for a new line from the border up to Brandon and westward to Regina. He will not appear on the surface. The line will be promoted by local men who are friendly to the government and they will sell their charter to him."

"You think the scheme will go through the Legislature?"
"I would not be surprised. Of course true patriotism should stimulate our western people and lead them to assert their influence to prevent Canadian products from finding their way to the British markets by United States routes, but I am afraid patriotic sentiment would not in all cases weigh much against cheaper rates. However, our rates are cheaper than those of the Great Northern, so I do not think the new lines, which are simply intended to be feeders of the Great Northern, will take much Canadian traffic. It would not be to the interest of the Great Northern to cut their rates below the usual tariff in order to get that traffic. Our people realize that the money they spend on United States railways does not come into the country again, whereas that spent on railways in Canada is spent for the most part in Canada, providing work for our own people and building up our own institutions."

EXPERIENCE IS SOMETIMES A DEAR TEACHER.

So many parents of young children do not realize the danger from cramp until they have had the experience of one severe case in their own home. To be awakened in the middle of the night by the peculiar rough cough and find their little one suffering from a fully developed attack of the cramp and nothing in the house with which to relieve it, is a lesson never to be forgotten. A good remedy at hand is of incalculable value in a time like this, and nothing better can be obtained than Chamberlain's Cough Remedy. It has been thoroughly tested in hundreds of cases and not only cures cramp when given as soon as the first symptoms appear, it will prevent the attack. The fact that this remedy contains no narcotics makes it perfectly safe to give to the children. For sale by all druggists.

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REFUSE SUBSTITUTES.
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Nationalisation Of Canada's Ports

Recommendation of Transportation Commission—Harbor Improvements.

Grain Trade Via Fort William and Port Arthur—Extension of Intercolonial.

A Globe's Ottawa despatch, dealing with the report of the Transportation Commission, says:
The nationalization of the leading ports of Canada and making them free from all charges, save those for dry-docks and elevators, is the most important recommendation in the report of the Transportation Commission, which reached the hands of Hon. Chas. Hyman a few days ago. The ports to which this applies are: Port William, Port Arthur, and Mission River on Thunder Bay, Depot Harbor, Midland, Port Colborne, Kingston, Montreal, Quebec, St. John, Halifax, Sydney, Vancouver, Victoria, the Pacific terminus of the Grand Trunk Pacific, and the terminus of the Canadian Northern.

The commission reports in favor of extending the Intercolonial to Georgian Bay, which would stimulate the export trade from the ports of St. John and Halifax.

Important improvements are suggested in the harbors of Toronto and Montreal. Many of the former have already been anticipated by the government and are under way. The improvements in the case of Toronto depend upon ceasing to empty sewage into the bay and the contemplated diversion of the outflow of the Don into Ashbridge's Bay.

The report is a voluminous one, of some 160 pages, in which the experienced hand of the late Mr. John Bertram may be traced. Mr. Robert Redford is the only original member of the commission who signs the report. Mr. Bertram was summoned by death before he could complete the important work to which he had placed his hand, and Mr. Fry of Quebec, resigned some time ago. Associated with Mr. Redford in the preparation of the report were Messrs. J. H. Ashdown and Bell, secretary, of Winnipeg.

Transportation Dealt With.
The report deals with the whole question of transportation from the inception of wheat shipments to the transshipment at the seaboard. First of all, the commissioners deal with the conditions under which the grain shipments originate, and point out that if proper facilities exist for the carriage of the grain from Manitoba, Saskatchewan and Alberta, the same facilities will be available for return freights. In ordinary seasons there is practically no grain from the Canadian West which is not carried to Fort William and Port Arthur, the only existing Canadian outlets for export grain. Statistics are given to show the remarkable growth in storage accommodation by elevators and warehouses. The most striking figures are as follows:

Year.	Number.	Capacity.
1900	533	18,879,000
1901	653	29,000,000
1902	821	33,356,000
1903	982	41,000,000
1904	1,026	47,000,000

The storage capacity of interior ports, 24,456,000, at Fort William, 18,462,000, net increase in storage capacity since 1900, 28,000,000 bushels. There are some four hundred shipping points. There were in 1901 29 farmers' elevators with a capacity of 870,000 bushels. On the 1st of January last the number had grown to 45, with a capacity of 1,320,000 bushels. The commissioners commend the legislation passed by the government for the provision of storage accommodation. They apparently have little to recommend in the way of added convenience, except that they suggest giving the warehouse commissioner power to compel railway companies to place agents temporarily at points where none exist and which may become shipping centres for the time being.

Buffalo Competition.
The competition to Canadian routes offered by Buffalo received considerable notice. Reference is made to improved rail facilities between Buffalo and United States seaports, and figures are given showing the reduction in freights between Duluth and Buffalo embodied in the following comparative statement:

	1887.	1904.
Wheat, per bushel	\$ 18	\$ 7
Flour, per barrel	29	13
Manufactured iron, ton.	2 35	2 00
Pig iron, ton	2 35	1 50
Iron ore, ton	6 75	6 25
Lumber	4 00	2 50
Coal	90	40

Harbor Improvements.
Taking up the question of harbors, the commissioners favor dealing with Port William, Port Arthur and Mission River as one harbor. This idea has already been adopted by Mr. Hyman, and a comprehensive scheme of improvements on this line is being worked out. It is also urged that before the shores of the Kaministiquia river are fully occupied a slip of sufficient width on the south side of the river should be reserved by the government, which would obviate buying back at considerable cost for future improvement land which has been sold out of the national control. The widening of Mission river so as to create a turning basin for vessels is advocated, and the immediate extension of Port Arthur breakwater.

Intercolonial Extension.
Recommendation is made that the Intercolonial railway be extended to Depot Harbor, either by acquiring running rights over the Canada Atlantic or otherwise. In the opinion of the commission there should be elevators at Midland and Depot Harbor, with a storage capacity of at least 1,000,000 bushels. This should be provided by the railways entering those ports, or, failing that, erected by the government and tolls charged for their use. With respect to the Welland canal route, an eastern breakwater is proposed for the protection of Port Colborne. Such a work the government have already undertaken, and a large elevator in view of the surveys being made by the government in the Ottawa and Georgian Bay and Welland Canal routes, the commission do not feel disposed to offer any suggestions, but if from commercial or engineering reasons the former work is not adopted, then the Welland canal should be enlarged and deepened to the standard of the Sault Ste. Marie canal.

Improvements at Toronto
The improvements suggested at Toronto are made conditional upon the city handing over to the government lands the waterfront of the harbor, including water lots and lands recently acquired in connection therewith, together with such piers and docks as

are now owned by the corporation, and upon the basins between the piers being kept free from sewage. The suggested improvements are: Entrance to the harbor east and west dredged to the depth of sixteen feet, channel of three hundred feet, to be dredged through the harbor, piers between the entrance to be extended into eighteen feet of water, shoal at the eastern entrance to be removed, a groynes to be built at the west end of the island, city piers to be extended and the water at the piers to be dredged to a depth of sixteen feet. The river Don to empty into Ashbridge's Bay instead of into the harbor. Before the above action is taken, the commissioners say, there must be full consideration of all the questions connected therewith, including cost, land required, and of the issue raised by reason of the Don diversion.

Montreal should be made a free port on lines laid down, and a branch of the Grand Trunk Pacific should be extended so as to touch at the most convenient point.

The ports nationalized, as suggested, should be administered by a board of harbor commissioners to be connected with the department.

The improvements advocated by the commissioners would cost millions, but undoubtedly many of them are on the right line.

Reasons Why The Cold is Cured

The success of Dr. Chase's Syrup of Linseed and Turpentine as a cure for coughs and colds is due largely to the well-known value of its principle ingredients.

Linseed helps by forming a sort of protective coating over the delicate membranous lining of the mouth, throat and bronchial tubes, thus relieving the coughing and preventing serious results from it.

Turpentine disinfects and stimulates the inflamed and ulcerated parts of the diseased air passages and is especially effective in bronchitis and severe chest colds.

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Dr. Chase's Syrup of Linseed and Turpentine, 25 cents a bottle, at all dealers.

NOTICE is hereby given that I intend to apply at the next sitting of the Licensing Court for a license to sell wine, spirits and Isabella Patterson of my license to sell wines and liquors by retail upon the premises situate on Dallas Road, in the City of Victoria, B. C., known as the Dallas Hotel.

Dated this 20th day of December, A. D. 1905.
MARION PATTERSON.

THE "NORTH COAST" LIMITED
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Tickets on sale at all points East and South, and round trip rates on to California points. Low west-bound rates in effect from all Eastern points to this Coast. Tourist and Pullman sleepers on all trains.

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S. S. Princess Victoria sails from Victoria daily at 1 a. m.

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Leave Victoria daily at 9 p. m., S. S. "BEATRICE," connecting with the EAST MAIL, leaving Seattle daily at 8 a. m., the ORIENTAL LIMITED at 8 p. m.

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Vancouver Limited—Leave Vancouver, 10 p. m.; arrive, 10:00 p. m. Leave Seattle, 4:00 p. m.; arrive, 10:00 p. m., Vancouver, B. C.

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KAWAI, SAMOA, NEW ZEALAND AND SYDNEY, DIRECT LINE TO TAHITI.

S. S. ALAMEDA, for Honolulu, Feb. 3, 11 a. m.

S. S. MARIPOSA, for Tahiti, Feb. 3.

S. S. SONOMA, for Auckland, Sydney, 2 p. m., Thursday, Feb. 15.

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When Making Beef Tea

Teaspoon of Armour's Extract of Beef

to a cup is all that is required. The best Beef Tea. A jar lasts longer than other brands—because you don't have to use so much to get the proper strength.

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12 Varieties. Delicious, wholesome appetizing. One can will make 6 portions, 15c. At all grocers.

Why Yukon is Free From Chinese

Experiences of Pioneer Oriental Gold Miners Discouraged All Others.

"Emergency Mayor" Displayed Presence of Mind in the Matter.

Carlboo is full of Chinamen; in Casslar they are as common as whites and Indians, and all the placer camps of the Pacific Coast except those of the Canadian Yukon contain these clammy Asiatics, who, sooner or later, from cooie or thye, remit to the Flowery Kingdom the yellow gold they earn in the land, not of their adoption, but of their exploitation, says the Vancouver World. Even in far-away Fairbanks, through the Sun's northern territory, two Chinamen, it is reported, spent last season, and these two will be certainly be followed by more as the first two swallows are eventually followed by summer. When the Canadian Yukon hitherto been immune? This is a question that occasionally occurs to some, but the majority of people are too busy to ask if any Chinamen are in the Yukon, and even those who know there are none are too much occupied with their own affairs to seek a reason or, if they ever think of it, conclude that the Orientals have not the thought of trying their luck in the golden North.

However, it is not entirely due to natural causes or to Chinese apathy that there are none of the yellow men in Dawson and the other Northern camps. That the Canadian Yukon is still purely a white man's country; that patient, frugal, opium-smoking, gambling, thye-ridden, industrious, superstitious, shrewd and altogether peculiar John Chinaman is not washing clothes in Whitehorse, gold on the Klondike creeks or running stores in Dawson, is entirely due and clearly traceable to the prompt, energetic and far-sighted action of a self-constituted vigilance committee and a dame-while-you-wait mayor, who received and turned away the first and last batch of coolies who ever got as far as Whitehorse on the road to the Klondike.

The story of how it was done, how the hopes of Victoria's Chinatown were nipped in the bud, and how the North was saved to the white miner, laborer and merchant, was told to a World reporter by an old musher who helped to break the first trail through the North.

Chinks Headed Off Klondike

"There are lots of old time Yukoners who know how the Chinks were headed off the Klondike," said the musher, the subject having come up in the course of conversation. "There are men in Vancouver now who were in White Horse when it happened. One of them is Jack West, who was in the business there at that time. He ought to be able to remember it, because we appointed him mayor at five minutes' notice and gave him the job of giving the Chinks the right kind of a snipe. He handled it all right, too, and that's why there are no Chinamen up there now."

"You never saw a miner who liked Chinamen. The Chinks know this and they never get into a new country to break it gently to the miner and get him used to seeing a few of them around before they crowd in at all. Well, the men who made the trail in the North and survived were mostly men who had experience and knew their own minds. They knew the Chinks, too, and they did not want them. It was in 1902, then, the thye Chinkmen in Victoria thought that the trails had been made smooth enough into the Yukon to justify them in sending an advance guard of their countrymen into the camps there, and they shipped them up to Skagway by the C. P. N. line. One of the newcomers could speak A. English when he wanted to, but if you said anything he did not care to understand he couldn't understand anything."

"At Skagway the four pioneers took the White Pass & Yukon line for Whitehorse, where they were to take a boat for Dawson. It's not likely that the transportation companies wanted to carry the Chinks, but the law would not let them refuse. Anyway they got to Whitehorse safe and sound, but there was where they met their surprise party."

"The Chinamen had not engaged rooms in advance at Whitehorse, or anything like that, but they had a big crowd on the platform to meet them. Of course the train was the daily excitement there in that town, as it is now, but that did not fully account for the crowd that covered the platform, and the Chinks were probably surprised at the earnest way they were sized up by the assembled townsmen."

"Of course the Chinks had no idea of

On the Shelf

of every home in Canada there should be found a bottle of Shiloh's Consumption Cure, the Lung Tonic, for Coughs, Colds and all irritations of the throat, lungs and air passages. It is easy to take, gives instant relief and cures permanently.

Generation after Generation

has pronounced Shiloh to be the safest, sweetest, quickest and best family cure for Colds and Coughs. Nothing has ever been found to take its place in the home. Try Shiloh and be cured, or say you were not and get your money back. It's this fact. Mrs. E. James, of Hibbing, Minn., says:—

"There is no cure like Shiloh for Coughs, Colds, Croup, Sore Throat, Hoarseness, Whooping Cough. My eldest son was almost choked. The doctors could not relieve him. He used two bottles of Shiloh and was completely cured. It is no equal."

SHILOH

25c. with guarantee wherever medicine is sold.

staying in Whitehorse; there was no in-lung around there, and while they probably were not expecting to be received with open arms by the Dawson miners and merchants, still they did not expect to excite so much interest at the rail head. They expected only an ordinary reception at Whitehorse, but it did not turn out quite that way. If they had got to Dawson they would have been about as welcome there as in Whitehorse, for the same class of people, men who had helped to break the trails into the wilderness, constituted both populations, and none of them had any idea of standing by and seeing Chinamen cut them out of the reward of the risks and hardships.

Warm Reception at Whitehorse

"The 'Chinese' train arrived at 4 o'clock in the afternoon, and at 5 o'clock the citizens held a meeting to decide upon the one way to get rid of the Chinks. A committee was appointed to wait upon the unwelcome strangers, who had by this time found shelter in a tent where they intended to await the arrival of the steamer that was to take them to Dawson the next day. At 9 o'clock the committee interviewed the Chinese and informed them that there were no openings for Chinks in Dawson. It was explained to them that the Dawson people did not want them, but beyond saying that they did not savvy, they made no comment on the information. As there were no trains going to Skagway that night the matter rested until morning, but when 9 o'clock came and the White Pass Limited was ready to pull out for Skagway, the four flowers of Victoria's Chinatown were not ready to leave. They persisted in their intention to go to Dawson and wash clothes. The committee were now rather up against it, the Chinks having failed to take their advice, but they struck a brilliant idea and informed the birds of passage that they would have to call upon the city council and the mayor. Whitehorse was not a city and did not have either a council or a mayor, but something had to be done, so they were invented. The limited was pulling out and the Chinamen were still in Whitehorse, and there was a freight train leaving at 11 o'clock, and on this and the bluff about the mayor and council the boys rested their faith. Then they went to a man who had not been seen by the Chinks as yet. This was Jack West. They told him that he was appointed mayor, gave him full power to act, told him to do anything he liked, that if he got hanged it would be his own look-out, and then left him to the job with their blessing."

Returned as Freight

are held at prices which are not much below the market. "Emergency Mayor West went to the Chinks and gave them a lot of fatherly advice. He told them they would never have any friends in the Yukon territory and that it was a good place for them to get out of as soon as they got the chance. He informed them that he was mayor, but did not want to have to take any extreme measures with them. He was helped out a whole lot by the fact that there were several mounted policemen around, who did not interfere with what was going on, but to let the Chinks see with whom they were not taken into the confidence of the white men and the Chinks did not think of appealing to them. On the contrary, they thought when they saw West talking to them that he must be the only real thing around those parts."

"After concluding the Chinamen that he was honest and with whom they could talk, the mayor of the moment graciously informed the visitors that there was a freight train leaving at 11 o'clock and that he could arrange with the company to carry them back to Skagway and ship them to Victoria if they had money for their fares. Jack West, who had plenty of cash, pleaded poverty, and the recommended mayor then said that rather than see them get into trouble or stay in such serious danger, the authorities would put up the funds."

The merchants of Whitehorse were glad to get rid of the Chinks at any price, and gladly subscribed the fare. They were seen safely aboard a freight train by Mayor West in person, and as the train pulled out of sight everybody went and had a joyous drink on the surplus of the transportation fund. Mayor West's health was drunk so fondly one day finally became a very lively one and finished up in a general celebration.

"Nothing much was heard outside about this; it was kept quiet anyway and the mayor of Whitehorse was not as restless as those in Vancouver, and I don't think the people of Dawson, Whitehorse and the other Canadian Yukon camps know just how much they owe to the little outfit of men who headed off the Chinese invasion in June, 1902. Old Carlboo is an object lesson in what they saved the North from. That district is full of Chinese and there are all the places of the Chinese merchants, laborers and white men and women generally."

PROF. ODLUM TELLS OF HIS WANDERINGS

An Entertaining Lecture Given at Vancouver on Friday Last.

The lecture given by Prof. Odium in the museum of the Carnegie library on Friday night was of a most interesting and instructive character. Every seat was filled and many would have stood to stand, says the Vancouver World.

Dr. Robson in a few cordial words introduced the speaker, who on rising, received a warm welcome from his audience. Professor Odium remarked that most of those present were either old-time or young-time residents of the city. Robson was one of the pioneers of the province who had helped to build up the moral fibre of the country, and in years past he had been one of the best known men in the Dominion. The professor modestly attributed the size of the audience to the interesting interest that was being taken in the museum, and in a few words he sketched the growth and progress of the work of the institute during the past few years. But his lecture had been entitled "Observation on Travel."

In all his wanderings it was his own country that had made the most tremendous impression upon him and he had had plenty of ground on which to speak as he had crossed the Dominion thirty or forty times. Next the professor touched on the Gulf Stream and then it was Guernsey which he had visited because of the interest in the island which was very young. He spoke of the beauty of the cliffs of Dover and of France when viewed in the sunlight, of the quaint charm of Jersey where Victor Hugo had lived for so many years, and where he had visited "The Pillars of the Sea," and of the quaint Bay of St. Helier, Lord Summerhayes, who would rather have let them fall into the hands of the French. Then to Denmark and Sweden, where they could load a steamship in from five hours. He had visited Russia whose government was as different from other governments as our best government was from one of Hottentots. No people were more down-trodden in the world, except, perhaps, the Jews, than were the Russians, and it was a bitter fate to talk of sending armed forces to the Turks to force them to treat Armenians properly. Until Russia had been given a good trouncing, he considered that Germany had the best army in the world, and had admired the people immensely. But he would not ex-

Daily Fashion Hints

Published by The Colonist by Special Arrangement With the American Fashion Company, 853 Broadway, New York



THREE-QUARTER LENGTH COAT OF SERGE—Some of the latest coats for growing girls are made this season in severe tailored design, distinguished, however, by a hang and finish quite unprecedented. Although in many instances they are loose fitting, it requires a master hand to accomplish the studied freedom from sung outlines which lends cachet to these models. A stylish coat is illustrated, being made of blue English serge, with collar and cuffs of red velvet. Detachable cuffs and collar of linen can be worn also.

change the scenery of British Columbia for the finest scenery he had ever seen in Europe.

C. P. R. AND GREAT NORTHERN.

Mr. William Whyte's View of the Situation.

Mr. William Whyte, second vice-president of the Canadian Pacific railway, when asked if he thought the new lines that Mr. J. J. Hill of the Great Northern is reported to be promoting would result in diverting much traffic from Canada into the States, said: "I hardly think so. Of course, Mr. Hill is not appearing in the matter himself, but he is believed to be behind the project for a new line from the border up to Brandon and westward to Regina. He will not appear on the surface. The line will be promoted by local men who are friendly to the government, and they will sell their charter to him."

"You think the scheme will go through the Legislature?"

"I would not be surprised. Of course true patriotism should stimulate our western people and lead them to assert their influence to prevent Canadian products from finding their way to the British markets by United States routes, but I am afraid patriotic sentiment would not in all cases weigh much against cheaper rates. However, our rates are cheaper than those of the Great Northern, so I do not think the new lines, which are simply intended to be feeders of the Great Northern, will take much Canadian traffic. Of course our people realize that the money they spend on United States railways does not come into the country again, whereas that spent on railways in Canada is spent for the most part in Canada, providing work for our own people and building up our own institutions."

EXPERIENCE IS SOMETIMES A DEAR TEACHER.

So many parents of young children do not realize the danger from quack until they have had the experience of one severe case in their own home. To be awakened in the middle of the night by the peculiar cough and find their little one suffering from the insidious attack of croup and nothing in the house with which to relieve it, is a lesson never to be forgotten. A good remedy at hand is of incalculable value in a time like this, and no better can be obtained than Chamberlain's Cough Remedy. It has been thoroughly tested in hundreds of cases and not only cures croup, but when given as soon as the first symptoms appear it will prevent the attack. The fact that this remedy contains no narcotics makes it perfectly safe to give to the children. For sale by all druggists.

GILLET'S
ABSOLUTELY PURE
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Nearly all goods in this line at the present time are adulterated and in fact unfit to use.

GILLET'S is used by the best bakers and caterers everywhere.

REFUSE SUBSTITUTES.
GILLET'S costs no more than the inferior adulterated goods.

REFUSE SUBSTITUTES.
E. W. GILLET COMPANY LIMITED
TORONTO, ONT.

Nationalisation Of Canada's Ports

Recommendation of Transportation Commission—Harbor Improvements.

Grain Trade Via Fort William and Port Arthur—Extension of Intercolonial.

A Globe's Ottawa despatch, dealing with the report of the Transportation Commission, says:

The nationalization of the leading ports of Canada and making them free from all charges, save those for dry-docks and elevators, is the most important recommendation in the report of the Transportation Commission, which reached the hands of Hon. Chas. Hyman a few days ago. The ports to which this applies are: Port William, Port Arthur, and Mission River on Thunder Bay, Depot Harbor, Midland, Port Colborne, Kingston, Montreal, Quebec, St. John, Halifax, Sydney, Vancouver, Victoria, the Pacific terminus of the Grand Trunk Pacific, and the terminus of the Canadian Northern.

The commission reports in favor of extending the Intercolonial to Georgian Bay, which would stimulate the export trade from the ports of St. John and Halifax.

Important improvements are suggested in the harbors of Toronto and Montreal. Many of the former have already been anticipated by the government and are under way. The improvements in the case of Toronto depend upon ceasing to empty sewage into the bay and the contemplated diversion of the outflow of the Don into Ashbridge's Bay.

The report is a voluminous one, of some 160 pages, in which the experienced hand of the late Mr. John Bertram may be traced. Mr. Robert Reford is the only original member of the commission who signs the report. Mr. Bertram was summoned by death before he could complete the important work to which he had placed his hand, and Mr. Fry of Quebec, resigned (last night), associated with Mr. Reford in the preparation of the report were Messrs. J. H. Ashdown and Bell, secretary, of Winnipeg.

Transportation Dealt With.

The report deals with the whole question of transportation from the inception of wheat shipments to the present time, at the seaboard. First of all, the commissioners deal with the conditions under which the grain shipments originate, and point out that if proper facilities exist for the carriage of the grain from Manitoba, Saskatchewan and Alberta, the same facilities will be available for the freight. In ordinary seasons there is practically no grain from the Canadian West which is not carried to Fort William and Port Arthur, the only existing Canadian outlets for export grain. Statistics are given to show the remarkable growth in storage accommodation for elevators and warehouses. The most striking figures are as follows:

Year.	Number.	Capacity Bushels.
1900	533	18,879,000
1901	533	29,000,000
1902	533	33,556,000
1903	533	41,000,000
1904	1,026	47,000,000

The storage capacity of interior points, 24,456,000, at Fort William, 18,462,000, net increase in storage capacity since 1900, 28,000,000 bushels. There are some four hundred shipping points. There were in 1901 29 farmers' elevators with a capacity of 870,000 bushels. On the 1st of January last the number had grown to 45, with a capacity of 1,320,000 bushels. The commissioners commend the legislation passed by the government for the provision of storage accommodation. They apparently have little to recommend in the way of added conversion of the way they suggest giving the warehouse commissioner power to compel railway companies to place agents temporarily at points where none exist and which may become shipping centres for the time being.

Buffalo Competition.

The competition to Canadian routes offered by Buffalo received considerable notice. Reference is made to improved rail facilities between Buffalo and United States seaports, and figures are given showing the reduction in freights between Duluth and Buffalo embodied in the following comparative statement:

	1887.	1904.
Wheat, per bushel	\$ 18	\$ 07
Flour, per barrel	29	13
Manufactured iron, ton	2 35	2 00
Pig iron, ton	2 35	1 50
Iron ore, ton	1 75	63
Lumber	4 00	2 55
Coal	90	40

Harbor Improvements.

Taking up the question of harbors, the commissioners favor dealing with Port William, Port Arthur and Mission River as one harbor. This idea has already been adopted by Mr. Hyman, and a comprehensive scheme of improvements on this line is being worked out. It is also urged that before the Kaministiquia river is fully occupied a slip of sufficient width on the south side of the river should be reserved by the government, which would obviate buying back at considerable cost for future improvement.

The nationalization of the national river so as to create a turning basin for vessels is advocated, and the immediate extension of Port Arthur breakwater.

Intercolonial Extension.

Recommendation is made that the Intercolonial railway be extended to Depot Harbor, either by acquiring running rights over the Canada Atlantic or otherwise. In the opinion of the commission there should be elevators at Midland and Depot Harbor, with a storage capacity of at least 1,000,000 bushels. These should be connected by the railways, and the ports, or, failing that, erected by the government and tolls charged for their use. With respect to the Welland canal route, an eastern breakwater is proposed for the protection of Port Colborne. Such a work the government have already undertaken, and a large elevator, in view of the surveys being made by the government in the Ottawa and Georgian Bay and Welland Canal routes, the commission do not feel disposed to offer any suggestions, but if from commercial or engineering reasons the former works is not adopted, then the Welland canal should be enlarged and deepened to the standard of the Sault Ste. Marie canal.

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Dr. Chase's Syrup of Linseed and Turpentine, 25 cents a bottle, at all dealers.

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Dated this 20th day of December, A. D. 1905.

MARION PATTERSON.

NORTHERN PACIFIC
Ticket Office
3 TRANSCONTINENTAL TRAINS DAILY

THE "NORTH COAST" LIMITED
Electric Lighted

Tickets on sale to all points East and South. Cheap round trip rates on to California points. Low rates to all points effect from all Eastern points to this Coast. Tourist and Pullman sleepers on all trains.

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Freed by

"Fruit-a-tives"

"Fruit-a-tives" cure Rheumatism and Rheumatic pains by removing the poisons which cause the disease. Rheumatism means poisoned blood. Too much urea or tissue waste is retained in the blood, owing to defective action of the bowels, kidneys or skin. The retained urea becomes uric acid, which inflames nerves and joints and thus rheumatism is produced.

Mrs. R. H. DENNIS, Saint St. Marie, Ont., writes as follows: "I think 'Fruit-a-tives' are fine. I am using them for rheumatism, and have not felt since I started to take them."

Fruit-a-tives

"Fruit-a-tives" cure Rheumatism by greatly stimulating the action of the liver, kidneys and skin. "Fruit-a-tives" make each of these vital organs do its share of nature's work properly. "Fruit-a-tives" rid the system of excessive urea and uric acid—and so purify and enrich the blood and build up the general health, that there can be no rheumatism.

"Fruit-a-tives" are fruit juices, concentrated and combined by our discovered process, which makes them much more powerful medicinally. Then tonics and internal antiseptics are added and the whole compressed into tablets.

If your druggist does not have them, don't take substitutes. Sent prepaid on receipt of price—50c. a box or 6 boxes for \$2.50.

FRUIT-A-TIVES LIMITED, OTTAWA.



Railway Rates

Low in Canada

An Address by C. M. Hays Before the Canadian Club.

Statements Illustrating Peculiarities of Transportation Business.

Mr. C. M. Hays, on arising to address the club, was greeted with enthusiastic applause, which was frequently renewed during the progress of his remarks. He said:—Mr. Chairman and Gentlemen of the Canadian Club,—In my uncertainty as to just what I was expected to say to you tonight you can imagine my perplexity when I saw the names of the gentlemen who have been associated with me. I think the only thing that will interest the Canadian Club tonight is town lots along the line of the Grand Trunk Pacific. (Laughter.) That put me in a very awkward position. I think a man who has been associated with me for many years and who has met the members of a somewhat similar club in Montreal, and I had gone to the trouble of having a map prepared, which was hung on the wall, by which everyone could see just exactly where the road was going, and could make his own selection of town lots and terminals to suit himself. (Laughter.) After the map had been displayed it had disappeared. (Laughter.) Since then I have lost all track of the question, and I am sorry that Toronto—this is the only instance I have ever known of it to occur—Toronto comes in just a little later on the map. (Laughter.) I was beginning to feel very much at a loss as to what I should do when I was told that your habit as these club meetings was to have a short speech, and that the speaker was never contradicted; that he could make his own statement without any fear of challenge, and that you generally broke up at a very reasonable hour in the evening.

I feel quite sure that, while in the large and representative gathering I have the pleasure of addressing tonight there are many of you who are what might be termed specialists in banking, in insurance, in mercantile, and in all the many and varied pursuits that go to make up a great and prosperous city like Toronto, there are very few of you who are not prepared to tell me how I can run a business, and what are the points in directions that have hitherto escaped my notice. (Laughter.)

Not in a Satirical Vein.

Gentlemen, this is not said in a satirical vein, nor in a complaining humor; it is merely a statement illustrative of the peculiarity of the transportation business, which distinguishes it from almost every other business that we know of. So largely does the question of the cost of transportation enter into your cost of living, of where you shall live, and what you shall wear, that it is not strange that there is scarcely an individual in business who does not have his own views and ideas to express in regard to the proper conduct and operation of a railway. I am not, therefore, surprised to meet from time to time—and sometimes several times a

day—people who give me suggestions that are intended to assist—and they do at times assist—in the conduct of the property over which I have the honor to preside.

There are usually but two directions in which complaints as to railways exist. These are: First, a complaint as to the character of the facilities afforded—you want more trains, faster trains, more sidings, more box cars, better stations. The second complaint is as to the rates in Canada—they are alleged to be excessive, discriminatory, and to result in building up one community against another. Unfortunately to reconcile these two complaints is but a happy life. (Laughter.)

Complaints of Opposite Nature.

The first of these complaints means, as you may readily understand, more expenditure in every direction; it means that either out of the daily receipts from the operation of the road or out of the funds obtained by selling the securities of the road this expenditure shall be met, and thereupon there shall be an effort made to earn the annual charges.

The second complaint invariably takes a form which is the very opposite—decrease in the revenues and a cutting down of the very means requisite to meet the demands of the first complaint. Now, as to the first—the service rendered and the facilities afforded.

I think I speak for the great majority of railway managers, officials, and employees also when I say that I do not want to get "next" to the railroad man, if you want to warm the cockles of his heart, and make him think he is a great railway man, just tell him how much better his road is doing what they are attempting to do than the competing road is. (Laughter.) Just tell him how much faster his trains are, how absolutely certain they are as to their regularity of arrival at the terminals, with what luxurious comforts you travel in his sleeping cars, how commodious and airy the train is, how the station at which the train stops is. (Laughter.) You have in that very self-pride, that pride of emulation, the strongest incentive there can be to the railway management to do the best they can for you; that even with all the criticism railways have to meet, and that sometimes they are entitled to it—I have known instances in connection with the road over which I preside where there was really fair reason for criticism. (Laughter.) Even, gentlemen, with all that can be said in that direction, I cannot yet assert—and assert it positively without fear of contradiction—that in a life of a little less than seventy-five years the railway companies of this continent have given you the cheapest transportation in the world.

Canada Enjoys Cheap Rates.

No other country enjoys anywhere near what the citizens of this country are getting in the way of transportation and its cost. It means that you are paying about one-third what you would pay if you lived in England, the rate from such statistics as we can get, being approximately two cents and two mills per ton mile. You are paying a little less than one-half what you would pay if you lived in Germany, the rate there being one cent and five mills per ton mile. You are paying about one-half what you would pay if you lived in France, the rate there being 1.4 cents per ton mile, while your average rate is and I say it with regret as a railway manager—(laughter)—seven mills. So that in the matter of cost there can be no real complaint made against us.

Mr. Hays took up the character of the service and observed that railway managers sometimes get the credit of being as heartless as anyone living. They are all shocked at the terrible accidents which sometimes occurred. The impression was abroad that they were reckless of life and no proper precautions were taken. The records of the accident insurance companies showed that of the total number of accidents occurring 28 per cent. occurred to pedestrians, 18 per cent. to people at their own homes, 18 per cent. in connection with the use of vehicles and animals, and only five per cent. in connection with the operation of railways. If they thought of the numberless trains that left their terminals daily and reached their destination safely, and multiplied that by the number of employees on the road over which they pass, any one of whom could cause an accident, they could justify the comparison often made that more people are killed by falling out of windows than by railway trains. The only requisite in connection with railway improvements was that the company earn the interest on the money invested.

Abolishing Grade Crossings.

Take, for instance, the question of the abolition of grade crossings in Toronto. "I betray no confidence," said Mr. Hays, "when I say that the Grand Trunk is quite prepared and would like very much to abolish the grade crossings in Toronto, but it cannot do it; it is not there, for the Grand Trunk standpoint, any reason why it should do it at all, but it stands ready to do its fair share of it. (Applause.) The abolition of grade crossings contributes nothing to the earnings of the Grand Trunk, but it is in an earnest desire of the officers of the road to do away with those accidents that occur, and will always occur, notwithstanding every precaution, where the highway crosses the railway on the level."

We are trying with some small degree of success to reach a point where we may eventually give you a new union station for Toronto. (Laughter and applause.) There are reasons, gentlemen, which I do not feel at liberty to state, but which are not the possession of all the property that we should have to commence the erection of that station. But I think I may say that these reasons are not because we have been unwilling to pay what the property is worth, based on the value of surrounding property. Of course, railway companies have that most estimable privilege, the right of eminent domain, which practically means that they may pay three or four times what anyone else would pay. (Laughter.)

Waterways as Rate-regulators.

As to the question of rates, to which he next referred, Mr. Hays said he knew of no country in the world that is so wonderfully endowed with those means of regulating railways which it is possible the railways might forego if they could—the waterways—stretching from the Gulf to the interior of Canada, open seven months of the year and fixing the maximum rates at which the railways can do business, and for the remaining three months affecting the rates so that traffic will not be held until navigation opens up again.

The community is, therefore, amply protected in the matter of railway rates. Mr. Hays went on. But aside from this protection, the railway manager has very little to say about the question of rates. The railways are in a position where not only by reason of the waterways, as I have mentioned, but by reason of the struggle for competitive positions between the cities that they serve, they are always in a position of making a concession in the rates. The struggle for commercial supremacy is the question as to what port shall handle the largest amount of the export traffic, and the question of the equalization and adjustment of these rates through

those ports keeps them on a constantly descending scale.

Adjustment is Always Downward.

The struggle between the importer and the manufacturer, who is bringing in his raw materials—and the same struggle is happening in another direction, in the shipping out of their manufactured goods, and the difference that shall exist between raw and manufactured material—keeps the rates in a constant state of adjustment. And they always adjust downward. (Laughter.) That has been our experience. (Applause and laughter.)

In the United States, and Mr. Hays said he mentioned the United States because of the fact that what the railways do in the United States is constantly brought forth as a model for the railways in Canada should do the same thing, this question of regulation of railways assumed a very active phase some twenty-five years ago, and resulted as they all knew who followed the railways, in the passage of the interstate commerce act, which was passed in 1887. This law was the result of inquiries held by commissions from the House of Representatives and from the Senate, and the eliciting of testimony from shippers all over the country, and from the railroad men themselves. The object of the law was (1) to abolish the pool; (2) the regulation of the short haul; (3) the abolition of rebates. The fact that the number of legal decisions, upon appeal, in favor of the commission, has been not more than thirty, and that the fingers of both hands, the speaker was guarded as conclusive proof that the railways were attempting to do business at a fair rate. The State Commissions, which started in viciously against the railways, found that the majority of complaints were in regard to rebates rather than to rates, so that there was little evidence that the railways were previously exacting an exorbitant rate.

Struggle Over Rates Continuous.

It was our intention, our desire, to do what we can to build up the traffic of the country, said Mr. Hays, and went on to point out that the struggle with regard to rates will always go on, the conditions changing with the growth of the country, and the only question he commended to his hearers' consideration was "Are the regulations, the conditions, the restrictions that may be necessary in connection with the operation of 220,000 miles of railway serving a community of 80,000,000 people, the rates and regulations that you think should apply to 20,000 miles serving a population of 6,000,000?" He asked them to consider this question, because, admitting that there may be irregularities, discriminations, errors, to be corrected, that have grown up with this wonderful development, we have reached that point when we are just on the threshold of what all hoped would be the greatest railway development Canada has ever had. (Applause.) He urged that while railways should be regulated like any other business, there should be no discriminatory regulations against railways simply because they are railways and come into contact with a greater number of people than any other commercial undertaking.

Develop Waterways and Ocean Ports

In connection with the development of the wheat fields of the west would come apparently the greatest railway and commercial growth of the country. If he were to make any suggestion as to how that development could be aided, he would say it would be in the development jointly of the railways and natural waterways. He was not an enemy of the canals, they had passed their most useful days, and would always do good work for the country, but the time they would serve any other purpose than the movement of large bulk freight is past. As a business proposition he suggested that any expenditure by the government that was to be made should be in the direction in which the quickest returns would be obtained—on the great waterways that never needed deepening or widening—the wonderful lake system connecting the eastern with the western part of Canada; in the enlarging of the facilities at Port Arthur and Fort William to equal those at Duluth; the provision at Lake Huron and Georgian Bay ports of facilities equally adequate with those at Buffalo, Erie and Cleveland. Let the railways furnish the tracks leading to these ports, and they would soon need double tracks to handle the traffic. He would go further and say that the ocean ports of Montreal, Quebec, Halifax and St. John should all be nationalized to afford an open way for the exportation of Canada's products.

When the Canadian Northwest had reached its greatest development it would no longer be a question of what port, because the facilities would be so utilized, they would be so occupied, that it would be necessary to hold the traffic back from those ports, and hold it for days, unless some early action is taken in the development of them. (Applause.)

The Lake Superior Line.

Now, I have heard it said, continued the speaker, "that Mr. Hays favored

A RIGHT WAY and A WRONG WAY

Many people have many ways to bring about the same result. Most of them are mistaken ways, but this is not known until the test of time points plainly to the error. Practically there are but two ways to accomplish anything; a right way and a wrong way. Take, for instance, a man with a bad back, there are lots of them, and of various kinds, some with stitches and twinges, others with cricks and twinges; then there's the dull, heavy continuous kind that lasts all day and doesn't sleep at night. They're all bad enough, they're all hard enough to get rid of. Some people rub the back with liniment, others cover it with plasters, either or both means often bring relief, but the pain comes back—it's the wrong way to cure the trouble.

DOAN'S KIDNEY PILLS

have a way to cure backache, a way that's all their own—the right way. They're made for the kidneys only. When the kidneys fail in their work, filtering the blood the back aches because they are situated in the small of the back; backache is the kidney's warning of trouble, and every day you let the warning go it brings you nearer to urinary disorders, Diabetes, Bright's Disease, etc.

Doan's Kidney Pills cure every form of kidney ills and that's why they bring such quick relief from backache. Mr. Fred Gray, Good Corner, N.B., writes: "I was greatly troubled with pain across my back. I procured a box of Doan's Kidney Pills, and received so much benefit from them that I consider them the best remedy for kidney trouble there is. I would not be without them in my house."

Price 50 cents per box or three boxes for \$1.25. All dealers or The Doan Kidney Pill Co., Toronto, Ont.

the lakes, and had no use for the line to the north of Lake Superior. Gentlemen, that would be a very great mistake from a business standpoint if I ever for a moment had such an idea. The waterways will always command the large percentage of traffic during the season of navigation, but just as there has been from Chicago by rail, so still there will be from the Canadian Northwest an ever-increasing volume of trade going by rail after the lakes have closed, and what you need to get that traffic by rail is easy grades and directness of line. Then if there is any province interested in that portion of the undertaking it is Ontario, which for years must be the manufacturing centre for Canada for all that rapidly-growing territory of the Northwest in the two new provinces, where labor will be too expensive to start manufactures, and where you must ship the furniture, the reapers, the harvesters, thrashers, boots and shoes, dry goods and everything that the settler needs. Ontario must have not only water connection, but the best of rail connection the year round to the Canadian Northwest. (Applause.)

Mr. Hays in concluding said he believed he could leave the future in the hands of his hearers. Such discussions, he believed, were for their mutual advantage. Remembering that the great bulk of the money invested in our railways was foreign capital, it would be most unwise to do anything that would injure the high credit now enjoyed by Canada in England.

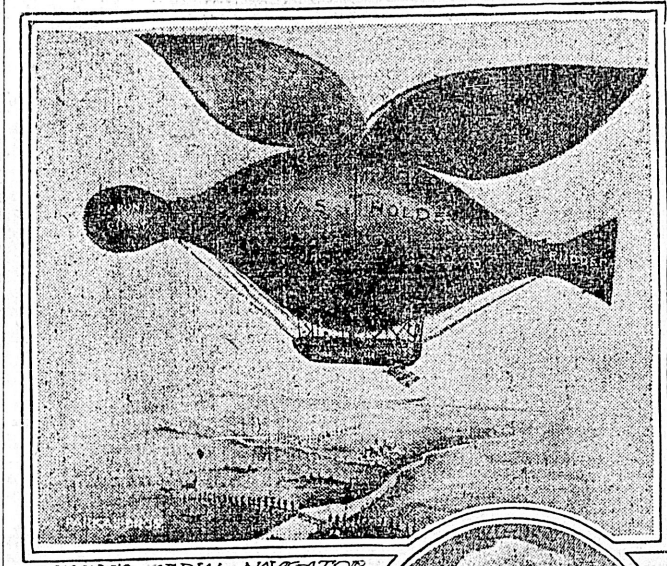
When Mr. Hays resumed his seat there was a long and hearty applause. President Penock tendered the thanks of the club, and after a couple of songs by Mr. Frank Benrose the

And as for any "great expectations" from his marriage, Sir John said: "My wife brought me all the joys and blessings that have made my home happy for twenty-two years, but not one dollar of money."

One feels almost like an intruder in reading these avowals of a proud and wounded spirit. There is an ineffable pathos in this breaking of the seal of a great wrong committed, alas! by a good man. Happily, there were other men equally good who condemned that harsh judgment of their once admired leader. Among the points of special value in these "Reminiscences" are the testimonies to the great man's worth from the lips and pens of Protestants. Dr. James Barclay, D.D., Lord Aberdeen, the late Bishop Sullivan (Algoma), Lady Aberdeen and our late venerable and beloved Queen—these and many others did honor to his memory. His career, as Dr. Barclay said, is "an example and an encouragement." Bishop Sullivan described his eloquence justly when he said that when he stood up it was not "platitudes" that men expected, "skimming lightly over the surface of his theme and content with the equally empty applause, but rather a strong adamantine chain of argument, its links welded closely together by a merciless inexorable logic, which left no loophole for escape." Others who did him honor at various times, as the judge reminds us, were the Right Hon. Sir Wilfrid Laurier, the Hon. Charles Fitzpatrick, Sir Louis Morris and Mr. A. M. Belding, who well expresses the simple truth when he calls Sir John Thompson "A man who lived in honor, died in fame, and left on memory's page a stainless name."

Judge Curran closes his fine illustrations and letterpress with a "facsimile" of the card attached to the wreath which Queen Victoria placed upon Sir John Thompson's bier. This he was enabled

NOTED INVENTOR AND HITE KITE



Alexander Graham Bell thinks he is a step nearer the attainment of his ambition to perfect a flying machine based on the tetrahedron. He has been experimenting in this direction for several years on his estate of Beinn Bhreagh, Cape Breton. On Wednesday he succeeded in getting his latest designed kite, which he has named the Frost King, to lift a man named Neil McDearmid, weighing 160 pounds, to a height of thirty feet and support him there as steadily as if glued to the sky.

This kite, which is named in honor of Walter Archer Frost, of Keenan, Wis., was first flown on the day of that young man's marriage, recently to Miss Susan Winifred McDearmid. Mr. Bell's private secretary, and on that occasion it held a man on the rope, but only five feet from the ground and at the end of a flying line.

The kite, which is constructed of 1,300 tetrahedral cells, having a total area of 752 square feet of silk, making a supporting surface of 450 square feet, carried aloft not only its own weight of sixty-one pounds, but also a load comprising flying lines, dangling ropes and a rope ladder, making sixty-two pounds more with McDearmid, making a total altogether of 288 pounds.

McDearmid clung to the flying line close to the kite as he was lifted gracefully into the air. There he remained for several minutes until satisfactory photographs were taken of the kite,

which was for the entire time under perfect control.

Its descent was as graceful as its ascent, slow and steady, and it alighted gently upon the ground, without perceptible damage to any of its fragile cells. While not the largest tetrahedral kite to be successfully launched at Beinn Bhreagh it is the largest that has supported itself at such an altitude and carried such weight.

Professor Bell lost for Washington greatly pleased with the result of the experiment, and convinced that he had passed another mile stone on the road toward complete success in his attempt to solve the problem of aerial navigation with bodies heavier than the air.

AN HONORED MEMORY.

Montreal Gazette.

Many of our readers have doubtless already seen in the Canadian Magazine for January the tribute paid by the Hon. Mr. Justice Curran to the memory of his revered colleague and leader of a day that is gone, Sir John Thompson. The ties that bound the judge to the statesman whose sudden loss so signally mourned, not only by Canada, but by the Empire, were of no common kind, and the devotion of the survivor has found adequate expression in these "Reminiscences." Judge Curran has covered briefly the story, with which we are familiar—a story with which he does not now deal for the first time. But he has enriched it by correspondence which, while bearing witness to the public virtues of his departed friend, has also shed a gracious light on a character of rare beauty, purity of motive and tenderness of heart. There was a moment in Sir John Thompson's career when he was seriously assailed by the story of a matter that concerned his son's peace and his most profound convictions. On that occasion the statesman held a silence which did not lessen the sympathy of many friends of every creed, and who we consider of central interest in these "Reminiscences" is a letter written in that hour of trial to a sympathizing member of the assailed's communion. "One day," recalls Judge Curran, "the writer of these reminiscences speaking with him, remarked that his friends were pleased that he had made no reply to the violent attacks to which he had been subjected. Sir John then mentioned that a leading Methodist gentleman had written him a letter of sympathy which he prized very highly, and that in reply he had set forth in a few lines his answer to the charges and matters against him. After Sir John's death, I had the good fortune to secure a copy of the letter in confidence. The assailed and the assailant being now dead, as well as the gentleman who was the recipient of the letter, I feel at liberty to give as much of it here as is of public interest."

After expressing his appreciation of the great kindness of his correspondent, and of "the noble words" of that correspondent's relative, which made him realize how many others like-minded there might be among the 800,000 of their denomination, Sir John Thompson referred with natural pride to other indications of good will from the province where nearly all his life had been spent, and where the voice of such slander had never reached him. Then, with characteristic modesty and dignity he set forth his apology. He shows that so far was his conversion from being sudden, as his critic had charged, that he had "doubtless" many friends who had been subjected to the same charges and matters against him. He shows that so far was his conversion from being sudden, as his critic had charged, that he had "doubtless" many friends who had been subjected to the same charges and matters against him.

TURKEY'S DEMANDS.

Asks That Bulgaria Be Compelled to Withdraw From Servian Convention

London, Jan. 23.—Telegraphing from Sofia yesterday, the Times correspondent says: "Contending that Bulgaria has no right under the provisions of the Berlin treaty to conclude such a convention, Turkey has presented a note requesting that Bulgaria abandon the Servia-Bulgaria convention. Bulgaria refuses to comply with the request."



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BRAWN, per lb. 15c.	ROAST BEEF, per lb. 40c.
CORNED BEEF, per lb. 25c.	ROAST VEAL, per lb. 40c.
ROAST PORK, per lb. 40c.	ROAST MUTTON, per lb. 40c.
HOME-MADE VEAL, BEEF AND PORK PIES, 1/4-lbs. 20c. each	
COLD ROAST CHICKENS \$1.25 and \$1.50 each	

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WM. FAIRRELL, of Farrell & Tregent, President B. C. Telephone Co., Vancouver, B. C.
PATRICK DONNELLY, General Manager, late Manager, the Great Western Permanent Loan & Savings Co., for B. C.

Bankers—Bank of Montreal

SOLICITORS:

Barnard & Rogers, Victoria
Tupper & Griffin, Vancouver

OBJECTS:

- To carry on a General Trust and Agency Business.
- To loan money on advantageous terms on first-class security, including real estate.
- To guarantee Loans.
- To issue Debentures.
- To administer Trusts of all kinds.
- To receive money on deposit.
- To transact such financial business as seems safe and profitable, much of which Chartered Banks are precluded from engaging in under the Banking Act.

Authorized Capital - - \$1,000,000.00

In Ten Thousand Shares of the par value each of \$100, are offered for subscription at \$10 per share.

Payable \$5.00 per share on application, \$5.00 in 30, \$5.00 in 60, \$5.00 in 90 days, and thereafter to be subject to a call of not more than \$5.00 per share per annum until fully paid.

5 per cent. interest will be paid on all payments in advance of calls until such time as the applicant may elect to receive such dividend as may be declared by the Corporation in lieu of interest. These shares may be paid in full at any time.

Subscriptions for the Shares will be Received at any B. C. Branch of the Bank of Montreal

Reasons Why You Should Invest In This Corporation

1. Stock in Trust and Securities Companies has proved to be one of the most profitable of stock investments.
2. There is a great opening for a Trust Company in British Columbia.
3. The affairs of the Corporation are subject to inspection by the Lieutenant-Governor in Council.
4. The liability of the shareholder is limited to the amount (if any) unpaid on his shares.
5. The following figures are published in the November, 1904, issue of the "Business and Finance Journal," showing the earning powers of various Trust Companies:

Name.	Capital.	Surplus.	Dividends.	Last bid or Sale Price of \$100 Par Value
Central Trust Co.	\$1,000,000	\$10,881,416	60 per cent.	\$2,050
Parsons' Loan & Trust Co.	1,000,000	6,185,149	30 per cent.	1,050
Union Trust Co.	1,000,000	6,587,332	32 per cent.	1,400
United States Trust Co.	2,000,000	11,152,340	40 per cent.	1,600

6. The Corporation will be a great benefit to British Columbia by assisting legitimate enterprise throughout the Province.

P. DONNELLY, General Manager, Vancouver, B.C.

Slaves to Rheumatism

Freed by "Fruit-a-tives"

"Fruit-a-tives" cure Rheumatism and Rheumatic pains by removing the poisons which cause the disease. Rheumatism means poisoned blood. Too much urea or tissue waste is retained in the blood, owing to defective action of the bowels, kidneys or skin. The retained uric acid becomes uric acid, which inflames nerves and joints and thus rheumatism is produced.

Mrs. R. H. DENNIS, Sanit. Ste. Marie, Ont., writes as follows: "I think 'Fruit-a-tives' are fine. I am using them for rheumatism, and have not felt it since I started to take them."

Fruit-a-tives or Fruit Liver Tablets.

"Fruit-a-tives" cure Rheumatism by greatly stimulating the action of the liver, kidneys and skin. "Fruit-a-tives" make each of these vital organs do its share of nature's work properly. "Fruit-a-tives" rid the system of excessive urea and uric acid—and so purify and enrich the blood and build up the general health, that there can be no rheumatism.

"Fruit-a-tives" are fruit juices, concentrated and combined by our discovered process, which makes them much more powerful medicinally. Then tonics and internal antiseptics are added and the whole compressed into tablets.

If your druggist does not have them, don't take substitutes. Send prepaid receipt of price—50c. a box or 6 boxes for \$2.50.

FRUIT-A-TIVES LIMITED, OTTAWA.



Railway Rates Low in Canada

An Address by C. M. Hays Before the Canadian Club.

Statements Illustrating Peculiarities of Transportation Business.

Mr. C. M. Hays, on arising to address the club, was greeted with enthusiastic applause, which was frequently renewed during the progress of his remarks. He said:—Mr. Chairman and gentlemen of the Canadian Club,—In my uncertainty as to just what I can expect to say tonight you can imagine my perturbation when one of my friends with whom I have been associated today said: "I think the only thing that will interest the Canadian Club tonight is town lots along the line of the Grand Trunk Pacific." (Laughter.) That put me in a very awkward position. I think a little less than a year ago I met the members of a somewhat similar club in Montreal, and I had gone to the trouble of having a map prepared, which was hung on the wall, by which everyone could see just exactly where the road was going, and could make his own selection of any site and make his suit himself. (Laughter.) Shortly after the map had been displayed it had disappeared. (Laughter.) Since then I have lost all track of the question, and I am sorry that Toronto—this is the only instance I have ever known of it to occur—Toronto comes in just at the late on the town site proposition. (Laughter.) I was beginning to feel very much at a loss as to what I should do when I was told that your habit at these club meetings was to have a short speech, and that the speaker was never contradicted, and that he could make his own statement without any fear of challenge, and that you generally broke up at a very reasonable hour in the evening.

I feel quite sure that, while in the large and representative gathering I have the pleasure of addressing tonight there are many of you who are what might be termed specialists in banking in insurance, in mercantile, and in all the many and varied pursuits that go to make up a great and prosperous city like Toronto, there are very few of you who are not prepared to tell me how I can run a railroad, and what point in directions that have hitherto escaped my notice. (Laughter.)

Not in a Satirical Vein. Gentlemen, this is not said in a satirical vein, nor in a complaining humor; it is merely a statement illustrating of that peculiarity of the transportation business that distinguishes it from almost every other business that we know of. So largely does the question of the cost of transportation enter into your cost of living, of where you shall live, and what you shall wear that it is in the nature of a business that an individual in business must have his own views and ideas to express in regard to the proper conduct and operation of a railway. I am not, therefore, surprised to meet from time to time—and sometimes several times a

day—people who give me suggestions that are intended to assist—and they do at times assist—in the conduct of the property over which I have the honor to preside.

There are usually but two directions in which complaints as to railways exist. These are: First, a complaint as to the character of the facilities afforded—you want more trains, faster trains, more sidings, more box cars, better stations. The second complaint is as to the rates in Canada—they are alleged to be excessive, discriminatory, and to result in building up one community against another. Unfortunately for the unhappy manager to attempt to reconcile these two complaints is to cut short what would be otherwise be a happy life. (Laughter.)

Complaints of Opposite Nature. The first of these complaints means, as you may readily understand, more expenditure in every direction; it means that either out of the daily receipts from the operation of the road or out of the funds obtained by selling the securities of the company, more money must be met, and thereupon there shall be an effort made to earn the annual charges.

The second complaint invariably takes a form which is the very opposite—a decrease in the revenue and a cutting down of the very means requisite to meet the demands of the first complaint. Now, as to the first—the service rendered and the facilities afforded.

I think I speak for the great majority of the railway managers, officials, and employees also when I say that if you want to get "next" to the railroad man, if you want to warm the cockles of his heart, and make him think he is a great powerful man, just tell him how much better his road is doing what they are attempting to do than the other competing road is. (Laughter.) Just tell him how much faster his trains are, how absolutely certain they are as to their regularity of arrival at the terminals, with what luxurious comforts you travel in his sleeping cars, how commodious and ornamental to the city the station at which the train stops is. Therefore, you have in that very self-pride, that pride of emulation, the strongest incentive there can be to the railway management to do the best they can for you. The only way with all the criticism railways have to meet, and that sometimes they are entitled to—have known instances in connection even with the road over which I preside where there was really fair reason for criticism. (Laughter.) Even, gentlemen, with all that can be said in that direction, I can yet assert—and it is positively without fear of contradiction—that in a life of a little less than seventy-five years the railway companies of this continent have given you the cheapest transportation in the world.

Canada Enjoys Cheap Rates. No other country enjoys anywhere near what the citizens of this country are getting in the way of transportation and its cost. It means that you are paying about one-third what you would pay if you lived in England, the rate from such statistics as we can get, being approximately two cents and two mills per ton mile. You are paying a little more than one-half what you would pay if you lived in Germany, the rate there being one cent and five mills per ton mile. You are paying about one-half what you would pay if you lived in France, the rate there being 1.4 cents per ton mile, while your average rate is and I say it with regret as a railway manager—(Laughter.)—seven mills. So that in the matter of cost there can be no real good complaint made.

Mr. Hays took up the character of the service and observed that railway managers sometimes get the credit of being as heartless as anyone living. They are all shocked at the terrible accidents which sometimes occur. The impression went abroad that they were reckless of life and no proper precautions were taken. The records of the accident insurance companies showed that of the total number of accidents occurring 28 per cent. occurred to pedestrians, 18 per cent. to people on their own homes, 18 per cent. in connection with the use of vehicles and animals, and only five per cent. in connection with the operation of railways. If they thought of the numberless trains that left their terminals daily and reached their destination safely and multiplied that by the number of employees on the road, over which they pass, any one of whom could cause an accident, they could justify the comparison often made that more people are killed by falling out of windows than by railway trains. The only requisite in connection with railway improvements was that the company earn the interest on the money invested.

Abolishing Grade Crossings. Take, for instance, the question of the abolition of grade crossings in Toronto. "I betray no confidence," said Mr. Hays, "when I say that the Grand Trunk is quite prepared and would like very much to abolish the grade crossings in Toronto, but it cannot do it all; nor is there, from the Grand Trunk standpoint, any reason why it should do it at all, but it stands ready to do its fair share of it. (Applause.) The abolition of grade crossings contributes nothing to the earning capacity of the Grand Trunk, but it is in an earnest of the desire of the officers of the road to do away with those accidents that occur, and will always occur, notwithstanding every precaution, where the highway crosses the railway on the level.

We are trying with some small degree of success to reach a point where we may eventually give you a new union station for Toronto. (Laughter and applause.) There are reasons, gentlemen, why I do not feel quite ready to say why we have not yet got possession of all the property that we should have to commence the erection of that station. But I think I may say that these reasons are not because we have been unwilling to pay what the property is worth, based on the value of surrounding property. Of course, railway companies have that most estimable privilege, the right of eminent domain, which practically means that they may pay three or four times what anyone else would pay. (Laughter.)

Waterways as Rate-regulators. As to the question of rates, to which he next referred, Mr. Hays said he knew of no country in the world that is so wonderfully endowed with these means of regulating railways which it was possible the railways might forego if they could—the waterways—stretching from the Gulf to the interior of Canada, open seven months of the year and fixing the maximum rates at which the railways can do business, and for a half a century five months affecting the rates so that traffic will not be held until navigation opens up again.

The community is, therefore, amply protected in the matter of railway rates. Mr. Hays went on. But aside from this protection, the railway manager has very little to say about the question of rates. The railways are in a position where not only by reason of the waterways, as I have mentioned, but by reason of the struggle for competitive positions between the cities that they serve, they are always in a position to lower their rates. The struggle for commercial supremacy, the question as to what port shall handle the largest amount of the export traffic, and the question of the equalization and adjustment of these rates through

those ports keeps them on a constantly descending scale.

Adjustment is Always Downwards. The struggle between the railway and the manufacturer, who is bringing in his raw material—and the same struggle is happening in another direction, in the shipping out of their manufactured goods, and the difference that shall exist between raw and manufactured materials keeps the rates in a constant state of adjustment. And they always adjust downwards, at least that has been our experience. (Applause and laughter.)

In the United States, and Mr. Hays said the mentioned the United States because of the fact that the railways in the United States are constantly brought forth as argument why railways in Canada should do the same thing, this question of regulation of railways assumed a very active phase twenty-five years ago, and resulted as they all know was followed, such things, in the passage of the interstate commerce law, which took effect in 1887. This law was the result of inquiries held by commissions from the House of Representatives and from the Senate, and the eliciting of testimony from shippers all over the country, and from the railroad men themselves. The object of this law was: (1) to abolish the pool; (2) the regulation of the short haul; (3) the abolition of rebates. The fact that the number of legal decisions, upon appeal, in favor of the commission, has been not greater than could be counted on the fingers of both hands, the speaker regarded as conclusive proof that the railways were attempting to do business at a fair rate. The State Commissions, which started in viciously against the railways, found that the majority of complaints were in regard to facilities rather than to rates, so that there was little evidence that the railways were previously exacting an exorbitant rate.

Struggle Over Rates Continuous. It is our intention, I desire, to do what we can to build up the traffic of the country, said Mr. Hays, who went on to point out that the struggle with regard to rates will always go on, the conditions changing with the growth of the country, and the only question he commended to his hearers' consideration was "Are the regulations, the conditions, the restrictions, that may be necessary in connection with the operation of 220,000 miles of railway serving a community of 80,000,000 people, the rates and regulations that you think should apply to 20,000 miles of railway serving a population of 6,000,000?" He asked them to consider this question, because, admitting that there may be irregularities, discriminations, errors, to be corrected, that have grown up with this wonderful development, we have reached that point when we are just on the threshold of what all hoped would be the greatest railway development Canada has ever had. (Applause.) He urged that while railways should be regulated like any other business, there should be no discriminating regulations against railways simply because they are railways, and come into contact with a greater number of people than any other commercial undertaking.

Develop Waterways and Ocean Ports. In connection with the development of the wheat fields of the west would come apparently the greatest railway and commercial growth of the country. If he were to make any suggestion as to how that development could be aided, he would say it would be in the development jointly of the railways and natural waterways. He was not an enemy of the canal, they have served their most useful days, and would always do good work for the country, but the time they would serve any other purpose than the movement of large bulk freight is past. As a business proposition he suggested that any expenditure by the government that was to be made should be in the direction in which the quickest returns would be obtained—on the great waterways that never needed deepening or widening—the wonderful lake system connecting the eastern with the western part of Canada; in the enlarging of the facilities at Port Arthur and Fort William to equal those at Duluth; the provision at Lake Huron and Georgian Bay ports of facilities equally adequate with those at Buffalo, Erie and Cleveland. Let the railways furnish the tracks leading to these ports, and let the waterways handle the traffic. He would go further, and say that the ocean ports of Montreal, Quebec, Halifax and St. John should all be nationalized to afford an open way for the exportation of Canada's products.

When the Canadian Northwest had reached its greatest development it would no longer be a question of which port it would be a question of what port, because the facilities would be so utilized, they would be so occupied, that it would be necessary to hold the traffic back from those ports, and hold it for days, unless some early action is taken in the development of them. (Applause.)

The Lake Superior Line. Now, I have heard it said, continued the speaker, "that Mr. Hays favored

A RIGHT WAY and A WRONG WAY

Many people have many ways to bring about the same result. Most of them are mistaken ways, but this is not known until the test of time points plainly to the error. Practically there are but two ways to accomplish anything: a right way and a wrong way. Take, for instance, a man with a bad back, there are lots of them, and of various kinds, some with stitches and twinges, others with cricks and twinges; then there's the dull, heavy continuous kind that lasts all day and doesn't sleep at night. They're all bad enough, but they're all hard enough to get rid of. Some people rub the back with liniment, others cover it with plaster, either of both means often bring relief, but the pain comes back—it's the wrong way to cure the trouble.

DOAN'S KIDNEY PILLS

have a way to cure backache, a way that's all their own—the right way. They're made for the kidneys only. When the kidneys fail in their work of filtering the blood the back aches because they are situated in the small of the back; backache is the kidney's warning of trouble, and every day you let the warning go it brings you nearer to urinary disorders, Diabetes, Bright's Disease, etc.

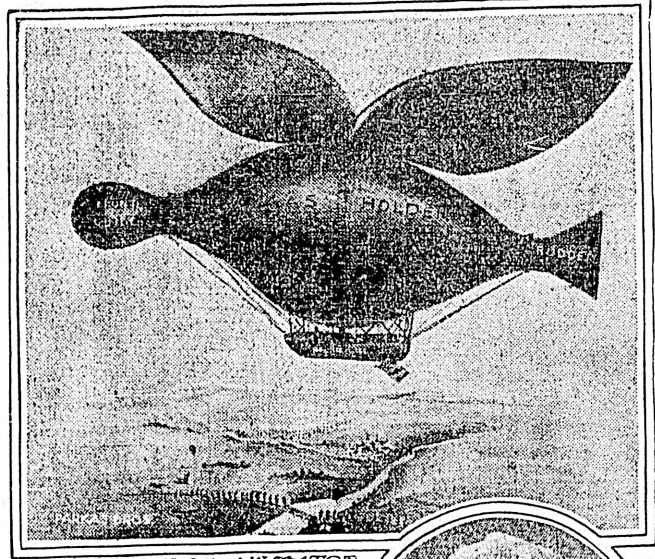
Doan's Kidney Pills cure every form of kidney ills and that's why they bring such quick relief from backache. Mr. Fred Gosier, Corner, N.B., writes: "I was greatly troubled with pain across my back. I procured a box of Doan's Kidney Pills, and received so much benefit from them that I consider them the best remedy for kidney trouble there is. I would not be without them in my house." Price 50 cents per box or three boxes for \$1.25, all dealers or The Doan Kidney Pill Co., Toronto, Ont.

the lakes, and had no use for the line to the north of Lake Superior. Gentlemen, that would be a very great mistake from a business standpoint if I ever for a moment had such an idea. The waterways will always command the large percentage of grain during the season of navigation, but just as there has been from Chicago by rail, so still there will be from the Canadian Northwest an ever-increasing volume of trade going by water after the lakes have closed, and what you need to get that traffic by rail is easy grades and directness of line. Then if there is any province interested in that portion of the undertaking it is Ontario, which for years must be the manufacturing centre for Canada for the rapidly-growing territory of the Northwest in the two new provinces, where labor will be too expensive to start manufactures, and where you must ship the furniture, the reapers, the harvesters, thrashers, boots and shoes, dry goods and everything that the settler needs. Ontario must have not only water connection, but the best of rail connection the year round to the Canadian Northwest. (Applause.)

Mr. Hays in concluding said he believed he could leave the future of the railways to his hearers. Such discussions, he believed, were for their mutual advantage. Remembering that, the great bulk of the money invested in our railways was foreign capital, it would be most unwise to do anything that would injure the high credit now enjoyed by Canada in England.

When Mr. Hays resumed his seat there was a long outburst of hearty applause. President Peacock tendered the thanks of the club, and after a couple of songs by Mr. Frank Bemrose the

NOTED INVENTOR AND HITE KITE



Alexander Graham Bell thinks he is a step nearer the attainment of his ambition to perfect a flying machine based on the tetrahedral kite principle. He has been experimenting in this direction for several years on his estate of Beinn Bhreagh, Cape Breton. On Wednesday he succeeded in getting his latest designed kite, which he has named the "Fleet King," to lift a man named Neil McDermid, weighing 165 pounds to a height of thirty feet and support him there as steadily as if glued to the sky.

This kite, which is named in honor of Walter Archer Frost, of Keweenaw, Wis., was first flown on the day of that young man's marriage, recently to Miss Susan Winifred McCurdy. Mr. Bell's private secretary, and on that occasion it held a man on the rope, but only five feet from the ground and at the end of a flying line.

The kite, which is constructed of 1,300 crumpled cells, having a total area of 752 square feet of silk, making a supporting surface of 440 square feet, carried aloft not only its own weight of sixty-one pounds, but also a load comprising flying lines, dangle ropes and a rope ladder, making sixty-two pounds more with McDermid, making a total of 128 pounds.

McDermid clung to the flying line close to the kite as he was lifted gracefully into the air. There he remained for several minutes until satisfactory photographs were taken of the kite,

which was for the entire time under perfect control. Its descent was as graceful as its ascent, slow and steady, and it alighted gently upon the ground, without perceptible damage to any of its fragile cells. While not the largest tetrahedral kite to be successfully launched, at Beinn Bhreagh it is the largest that has ever carried such weight.

Professor Bell left for Washington greatly pleased with the result of the experiment, and convinced that he had passed another mile stone on the road toward complete success in his attempt to solve the problem of aerial navigation with bodies heavier than the air.

AN HONORED MEMORY.

Montreal Gazette. Many of our readers have doubtless already seen in the Canadian Magazine for January the tribute paid by the Hon. Mr. Judge Curran to the memory of his revered colleague and leader of a day that is gone, Sir John Thompson. The lines that bound the judge to the statesman whose sudden loss was so signally mourned, not only by Canada but by the Empire, were of no common kind, and the devotion of the survivor has found adequate expression in these "Reminiscences." Judge Curran has covered briefly the story with which we are familiar—a story with which he does not now deal for the first time. But he has enriched it by certain incidents that were not so generally known, and he has shed a gracious light on a character of rare beauty, purity of motive and tenderness of heart. There was a moment in Sir John Thompson's career when he was pitilessly assailed in relation to matters that concerned his soul's peace and his most profound convictions. 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REAL ESTATE

B.C. Land & Investment Agency Ltd.

40 GOVERNMENT STREET.

FAIRFIELD ESTATE—Only 15 minutes' walk from Victoria post office; 50 acres, divided into 1-4 acre lots, all cleared and under cultivation; soil rich, black loam. Prices \$800 to \$800 per acre (this is the cheapest property on the market).

\$1,000—James Bay. Modern 6 roomed cottage, corner lot, fruit trees, small fruits, etc., sewerage.

YATES ST.—Modern 6 roomed cottage; 2 lots, orchard and shade trees; frontage on two streets. Easy terms.

FREDERICK ST.—Nice sunny lot, 45x135. \$750. Terms.

ANOTHER ISLAND—Contains 65 acres, 6 acres cultivated, 20 acres in pasture; 5 roomed house, many outbuildings, \$2,500. Steam launch, etc., for sale also.

\$500—Two lots, Heywood avenue, adjoining the Park; 65x120 each; rich black loam and under cultivation.

STORE TO LET—Johnson street; large store, near Wharf street; \$10 per month.

FOR SALE—7 roomed modern dwelling, just off car line; sewer connections, bath and water, good cellar; fruit trees, etc. Terms \$1,500.

FOR SALE—Government street, near the wharf, lots from \$500 up. Easy terms.

FAIR FOR SALE—300 acres, 90 under cultivation, balance rough grazing; all necessary buildings; 25 head cattle, 6 good horses, farming implements, etc., etc.; only 11 miles from Victoria. This is a fine class farm in every respect, and pays well.

\$1,250 will buy a 4 roomed modern cottage and lot within 5 minutes' walk of centre of city. Terms.

WATER LOT—\$500 will buy a water lot on St. Lawrence street, James Bay.

\$700—Lot Humboldt street, 60x120.

\$400—Lot on Toronto street, near Menzies. Can have sewer connection.

38 ACRES—1 mile from city, about 15 acres under cultivation; new cottage; good spring water. \$3,000.

FIFTH ST.—150. 2 lots 60x135 each; no rock; nicely situated. \$150 each.

\$100 CASH and \$25 per month will buy a good \$3,000 2 story dwelling, with basement, brick and stone foundation, and all modern improvements.

CHEAP LOTS—Fairfield estate. \$100 for lots 60x120; water lots \$200 each. \$10 cash, \$20 per month; interest 4 per cent. only; best of soil.

JAMES BAY—Full sized lots, 100 each; well located. \$50 cash, \$10 per month.

SIMCOE ST.—Lot 60x240, all cleared, excellent soil; only \$800.

INSTALLMENT PLAN—Houses for sale on this plan all over the city. Why pay when you can buy a home on the terms we offer?

FAIR—Beautifully situated on Vancouver Island; 1/2 mile of water frontage; 30 acres under crop, which is the drained and all fenced; 1 acre in orchard; 1 acre in garden; handsome modern dwelling; outbuildings; broader house; \$2,500 worth of live stock, implements and crop on hand; good fishing and shooting; only 3 miles from railway station. Price \$15,000. Full particulars at office.

ACREAGE BARGAINS—5 acres, all cleared and fenced; also 7 acres, chiefly cleared and in high state of cultivation, at sacrifice prices to close an estate.

BEACON HILL—Lots 50x150 each, facing the Park, \$900 each; also 1 lot 40x150, \$800; corner lot for \$900.

FOUL BAY—Water lots for sale. Call for particulars. \$100.

\$500—5 roomed cottage, and lot 50x120, stable and chicken house; a few fruit trees; insured for \$700. A bargain.

FIRST ST.—230. Two lots 50x135 each, at this price per lot, near King's road.

THIRD ST.—\$300. Lot 60x133, front and back entrance.

FOURTH ST.—\$350. Lot 60x133, between Bay street and King's road.

HILLSIDE FARM ESTATE—Lots \$50 and \$100 each, in small parcels, all cleared and under cultivation, at bed rock prices.

SIXTH ST.—2 lots, corner. \$500 each.

10 ACRES—6 room cottage, barn and outbuildings; 9 miles from city.

2 ACRES adjoining the Park, all under cultivation; nice building site; only \$2,800. A bargain.

\$1,000—One lot, \$1,000, near Douglas street and C. P. R. hotel. A bargain.

10 ACRES—All under cultivation; very handy to city and close to car line. Will subdivide. Terms.

DOUGLAS GARDENS—Only five lots left. Price \$1,000 each.

250 LOTS on Garbally road, just off George road. \$250 each; 153 feet deep. Terms if necessary.

\$800 COTTAGE, Victoria West, in good order; handy to car.

\$950 COTTAGE—5 rooms, corner lot with stable. \$95 cash, \$15 per month.

\$1,000 NIAGARA ST.—6 roomed house, sewer connections \$300 cash, \$15 per month.

ISLAND FOR SALE—A whole island for \$500; 4 acres cultivated; 3 roomed house and outbuildings.

SALT SPRING ISLAND—154 acres, 10 under cultivation; orchard, running stream of water; small house.

FARMS FOR SALE—Ask for printed list.

A. Williams & Co., Ltd. 104 YATES STREET.

TO LET—7 room house, Stanley avenue; every convenience. \$18 per month.

FOR SALE—Two acre lots on St. Charles street. Only \$1,800.

FOR SALE—6 room house on Green street. Only \$1,200; \$200 cash, balance on mortgage at 6 per cent.

FOR SALE—Two good houses, Stanley avenue. \$2,500 each; \$225 cash, balance on mortgage at 6 per cent.

FOR SALE—2 1/2 acres, corner Dallas road and Carr street. Only \$1,725.

FOR SALE—7 room bungalow, Oak Bay avenue, for \$3,150.

The Stuart Robertson Co., Ltd. 36 Broad Street.

FOR SALE—7 room bungalow, Oak Bay avenue. For \$3,000.

TO LET—Nice 5 roomed cottage, Rithet street; sewer connections. \$15 per month, including water.

TO LET—7 roomed house, Stanley avenue; all modern conveniences. \$18 per month.

Grant & Conyers

No. 2 View St. (opposite main entrance to Deirdar Hotel).

HALF ACRE of garden and fruit, with a good cottage. A snap for \$1,500.

PRETTY COTTAGE—Good location (central); electric light, sewer, bath, hot and cold water, conservatory and beautiful garden, full of fruit and flowers. Call on "a good buy." Call and get particulars.

HALF ACRE of fine garden and young orchard, with small, newly erected cottage. Only \$1,200.

HANDSOME RESIDENCE—Near Oak Bay, with eight rooms, bath, sewer, electric fruit and flowers, and a stable, chicken houses, etc. This is a fine home at the right price.

TWO LOTS with a small cottage, on Port street, for \$400.

SOME OF THE FINEST building sites in the "Work Estate," at nominal prices.

TWO FINE LOTS near the car line on Port street, for \$275.

MODERN BUNGALOW in "East End," with six rooms, bath, electric light, cement walks, and all modern conveniences (just completed.) Only \$2,400.

FINE MODERN BUNGALOW, with all modern conveniences, on Belcher street. This is one of the most charming homes in the city. Call and get particulars. (It will pay you.)

Fire and Life Insurance Agents. Money to loan in sums to suit. at low interest.

Pemberton & Son

Real Estate, Financial and Insurance Agents, 45 Fort Street, Victoria, B. C.

GORDON HEAD—20 acres of good land; 1,300 fruit trees, all commercial varieties; 14 acres cleared, and balance in pasture land; close to school. Under proper management this place would easily produce \$2,000 worth of fruit per annum. \$6,000.

LAKE DISTRICT—8 room house, near Elk Lake, about seven 1/2 miles from Victoria; 8 acres of good land, six (6) being cleared and planted in fruit trees and bush fruits; pleasantly situated and with the view. \$25,000.

SALT SPRING ISLAND—154 acres, nearly all cleared, some cultivated and slash; some rough pasture and outbuildings; about 2 miles from Hargrove Bay. This can be obtained very reasonably as owner must sell.

VICTORIA DISTRICT—73 acres, all cultivated; 3 miles from Victoria; 130 bearing fruit trees and a quantity of bush fruits, strawberries, etc.; 5 roomed cottage, and outbuildings; water supply good.

Beaumont Boggs,

Real Estate & Insurance Agent, 42 Fort St.

FARM of 240 acres, 25 cultivated, 40 pasture, 1 house, large barn. Price only \$1,800.

144 ACRES, 35 cleared; 8 room house, barn, orchard; water frontage. Price \$1,800.

3 1/2 ACRES, with cottage and orchard; 5 minutes' walk from tram. Price \$3,000.

FOR SALE—New dwelling, overlooking water; modern in every way. Price \$3,000.

FARMS—Call for new "Home List"—contains details of best farms for sale on Vancouver Island.

TO LET—"Oak Lee," situated on Oak Bay avenue; 7 rooms. Rent, \$12.00. Beaumont Boggs, 42 Fort Street.

TO LET—8 room dwelling, corner of Dallas road and Menzies street; hot and cold water, electric light, and sewerage. Rent, \$23.00. Beaumont Boggs, 42 Fort Street.

TO LET—"No. 21 Parry street, James Bay; 7 rooms. Rent, \$12.00. Beaumont Boggs, 42 Fort Street.

Swinerton & Oddy

Financial and Insurance Agents. Notaries Public. 102 GOVERNMENT STREET.

100 ACRES—13 miles from Victoria, 5 cultivated, 3 slashed, balance in timber; good soil; 3 roomed dwelling, good barn, 20x60; chicken house. Only \$900.

6 ROOMED COTTAGE—Electric light, hot water connections, 2 lots 51x134, concrete sidewalk. Only \$2,500.

\$1,700—Nice cottage; good location on Yates street, electric light, sewer connections. Easy terms, \$200 cash, balance monthly instalments of \$20, at 6 per cent. interest.

\$2,000—Well finished cottage; 6 rooms; good location, Yates St.; electric light, sewer connection. \$300 cash, balance monthly instalments of \$25 at 6 per cent. interest.

25 ACRES—10 miles from city, 7 cleared; 5 roomed dwelling; stable; chicken house, cow house, shed and granary. \$2,200.

1 1/2 ACRES—6 miles out; good land, easily cleared. Only \$75 per acre.

5 AND 10 ACRE BLOCKS close to city.

MONEY TO LOAN ON MORTGAGE. \$15,000 on business property; also sums from \$500 upwards, on improved Real Estate security at current rates of interest.

J. Stuart Yates

22 BASTION STREET.

FOR SALE CHEAP—Land close to Gorge tramway terminus, in quantities to suit intending purchaser.

FINE 5 ACRE BLOCKS between Gorge and Burnside roads, on easy terms.

CRAIGIE LEA FARM, comprising 140 acres, with dwelling house, 4 acre orchard and farm buildings.

LOTS 198 and 199 Victoria City, with 9 store buildings, at assessed valuation.

70 ACRES of fine land fronting on Sooke Harbor.

GOOD BUILDING LOTS in Esquimalt town.

SECTION 16 Esquimalt District, fronting on Royal Roads.

TO RENT—Large wharf at foot of Yates street, with large commodious sheds.

Heisterman & Co.

Real Estate and Insurance Agents, 75 GOVERNMENT ST.

FOR SALE—A good country hotel on 4 acres of land near Victoria; splendid sea view, with good boating. Price \$1,000, including license and good will.

FOR SALE—A great bargain. Owing to owner leaving the city, we offer a modern seven roomed dwelling house and good lot, close to car line, for \$1,350, which is about half value. Easy terms can be arranged.

ENTERTAINMENT

SOCIAL DANCE in Temple's Hall, Friday, January 26. Gents, 50c; ladies, refreshments. ja24

WANTED—TEACHER

TEACHER WANTED—For the Ladysmith public school, fifth division; requirements, Life certificate and Normal school training. Applications to be in the hands of the undersigned by January 15. John Stewart, Ladysmith. ja16

WANTED—FEMALE HELP

WANTED—Woman, first class cook, neat and economical, as working house-keeper for mining camp mess. State salary, age, and give full particulars to Box 460 this office. ja23

WANTED—Immediately, experienced nurse for an infant four months old. Apply between 12 and 2, 60 Rae street. ja17

WANTED—A useful mother's help (Maiden); zero paid; help with housework and care of one child 3 1/2 years. Apply 60 Rae street. ja10

WANTED—A girl as general servant or nurse. 21 South Turner street. ja1

WANTED—At once, a mother's useful, willing help, for cottage home; one child, kind, easy situation. Apply 60 Rae street. ja16

WANTED—Two nurse girls; resident; age 10 to 18 years; care of children and light housework. Apply 60 Rae street. ja10

SITUATIONS WANTED—FEMALE

WANTED—A lady can recommend two active women for house cleaning; long experience, satisfactory references. Apply 60 Rae street. ja24

WANTED—Position as daily governess to children; kindergarten and the usual English branches, with music and singing. Apply 60 Rae street. ja17

WANTED—MALE HELP

MEN WANTED—Reliable men in every locality throughout Canada to erect fences, back up showcards on trees, fences, along roads and all conspicuous places; also distributing small advertising matter. Salary \$200 per year, or \$75 per month and expenses \$3 per day. Steady employment to good, reliable men. No experience necessary. Write for particulars. Empire Medicine Co. London, Ont. ja1

WANTED—Position as daily governess to children; kindergarten and the usual English branches, with music and singing. Apply 60 Rae street. ja17

SITUATIONS WANTED—MALE

WANTED—Groom (English) desires situation, well acquainted with city. "M.P." Y. M. C. A. ja21

WANTED—Gentleman desires a secretarial or some position of trust; large business experience. Highest references. Apply Box 460 Colonist. ja25

ENGLISHMAN, by the day; gardening and tree pruning. Box 461 Colonist. ja23

ENGLISHMAN seeks day work of any description. Box 447 Post Office. ja23

WANTED—Situation for man and wife in town or country; man handy, understands cooking; references. Box 454 Colonist. ja20

FOR SALE—MISCELLANEOUS

WANTED—Young man desires board and room with private family. Apply Box 461 Colonist. ja21

FOR SALE—1,000 shares of Mount Sicker & Breton shares; splendid investment. Apply Miner, Box 465 Colonist office. ja21

FOR SALE—Cheap. Gasoline motor, five horse power, suitable for cutting chaff and roots, or running a grain fanning mill, cream separator or other machinery. Thos. Pimley, opposite the City Office. ja13

FOR SALE—20-foot cabin gasoline launch; 6 h. p., sails and gear complete. W. Humphrey, P. O. Victoria. ja25

FOR SALE—Oak top carved round-end counter (1), back counter, shelves with Canadian plate glass, suitable for confectionery. Can be seen at 75 Douglas street. ja12

FOR SALE—New and secondhand billiard and pool tables, with Monarch quick-acting cushions. Cash or extended payments. Catalogue mailed free. Bruns, 3141 Colquhoun St., J. Johnson, Kirk Block, Douglas street, agent. Victoria. ja20

FOR SALE—Cheap, one English billiard table, one American billiard table, one cash register. Apply B. C. Land & Investment Agency, Ltd., 40 Government street. ja23

FOR SALE—Slab wood, Lemon, Gonna, Birch, Orchard and Government streets. Telephone 77. ja21

TO LET—FURNISHED ROOMS.

FOR LET—Rooms in large private house, suitable for one or two ladies; every convenience and home comforts. Terms moderate. Box 467 Colonist. ja21

TO LET—Housekeeping rooms, also single rooms. 6 Douglas street. ja21

TO LET—A furnished and unfurnished cottage; \$7.00. Williams, 104 Yates street. ja16

TO LET—Rooms to let. Apply 20 Humboldt street. ja16

TO LET—Four large, sunny bedrooms to let, with or without breakfast, on moderate terms; locality central, within five minutes' of post office and town. Apply between 12 and 2 at 69 Rae street. ja5

TO LET—Large sunny bedroom and breakfast; central. Apply Box 202 Colonist. ja25

FURNISHED ROOMS with board. Apply 33 Bidegate Walk. ja1

FURNISHED ROOMS—Elegantly furnished rooms, with or without board. All modern improvements, including electric light and telephone. Close to steamboat landing, corner Bidegate Walk and Belleville street. Mrs. Woodill (formerly Revere) ja18

TO LET—Furnished housekeeping rooms, with electric light and bath, at Ellice, near Horse No. 101 Pandora avenue. Apply 77 Quadra street. Telephone B920. ja20

TO RENT—RESIDENCES

TO LET—Furnished house to let on car line (Fort); seven rooms, comfortably furnished; hot and cold water, electric light. Moderate rent. Apply between 12 and 2, 60 Rae street. ja24

FOR RENT—Six roomed house, 212 Cook street; all modern conveniences; good condition; rent moderate. Apply 70 Frederick street. ja24

TO LET—Six room house, 174 1/2 Yates street. Apply Thos. Shotbolt, 59 John street. ja1

TO RENT—10 furnished houses, from 6 to 10 rooms; unfurnished from 4 to 8 rooms; stores and restaurant. Apply E. A. Harris & Co., 35 Fort street. ja22

TO LET—Furnished house, in good repair, on Beacon Hill car line; 8 rooms and bath room and cellar, hot and cold water. Rent \$23 per month. Address Box 324 Colonist. ja1

TO RENT—HOTEL

TO RENT—Globe Hotel, at Esquimalt, as a going concern, with furniture, rent. Apply B. C. Land & Investment Agency, Ltd., 40 Government street. ja23

BUSINESS CHANCES

BUSINESS CHANCE—First class manufacturing business for sale, as a going concern, paying 100 per cent. per annum investment. Apply Box 465 Colonist office. ja21

Professional Directory

ARCHITECTS

W. RIDGWAY-WILSON, Architect, 8 Bastion Square, Victoria, B. C. Telephone B881. au18

ASSAYER AND CHEMIST
J. O'SULLIVAN, F.C.S., Provincial Assayer and Chemist, Vancouver, B. C.

CIVIL ENGINEERS
A. LOCAL CIVIL ENGINEER, M. Can. Soc. C. E., of long practical experience both in this country and abroad, is prepared to give private tuition during spare hours in Civil Engineering, Surveying and Contracting. Apply first instance, Box 408 Colonist office, Victoria.

CONSULTING ENGINEERS.
REBECK, JAMES K., Tel. 1008. Consulting mechanical engineer, having architect. Plans, specifications, Special designs. Reports, surveys, and supervision. Rooms 32-33 Board of Trade Building, Victoria, B. C. ja18

George H. Webster, M. Can. Soc. C. E., Consulting Civil Engineer, Fairfield Building, Vancouver.

DENTISTS
DR. LEWIS HALL, Dental Surgeon, Jewell Block, cor. Yates and Douglas Sts., Victoria, B. C. Telephone—Office, 557; Residence, 122. au20

ELECTRICAL ENGINEERS.
HUTCHISON BROS., Mechanical Engineers, Broughton, Victoria. Tel. 1178

EDUCATIONAL.
SHORTLAND SCHOOL—15 Broad Street, B.C. Schooling thoroughly taught; also shorthand and typewriting. E. A. Macmillan, principal.

LAND SURVEYORS
GORE & MCGREGOR, Provincial and Dominion Land Surveyors, Civil and Mining Engineers, 1111 Chancery Chambers, 640 Broad Street, Victoria. Tel. 504A ja18

LOST
LOST—On December 31, a Gordon setter dog, 9 months old, with a round leather collar on which last seen. Five dollar reward on returning to K. Gillespie, Bank of Commerce. ja21

LOST—A black skin purse containing \$10 gold initials "V. L. T." on outside of purse. Finder may keep contents on returning purse to this office. ja23

LOST—English setter, white dog with black ears and face, black spot on back; answers to "Duke." Return or notify Jack Stapledon, 38 Princess avenue, ja23

LOST—Silver owl belt pin. Please return to this office. ja2

MISCELLANEOUS
WANTED—Young man desires board and room with private family. Apply Box 461 Colonist. ja21

FOR SALE—1,000 shares of Mount Sicker & Breton shares; splendid investment. Apply Miner, Box 465 Colonist office. ja21

CAPITAL CAN BE EASILY INTERESTED—If your business is sound and legitimate, we will realize you a money earning basis, new enterprises successfully promoted; incorporated; guaranteed; underwriting;

REAL ESTATE

B.C. Land & Investment Agency Ltd.

40 GOVERNMENT STREET.

FAIRFIELD ESTATE—Only 15 minutes' walk from Victoria post office; 80 acres, divided into 1-4 acre lots, all cleared and under cultivation; soil rich, black loam. Prices \$500 to \$800 per acre. (This is the cheapest property on the market.)

\$1,000—James Bay. Modern 6 roomed cottage, corner lot, fruit trees, small fruits, etc., sewered.

YATES ST.—Modern 6 roomed cottage; 2 lots, orchard and shade trees; frontage on two streets. Easy terms.

FREDERICK ST.—Nice sunny lot, 45x135, \$750. Terms.

ANOTHER ISLAND—Contains 65 acres, 8 acres cultivated, 20 acres in pasture; 8 roomed house, many outbuildings, \$2,500. Steam launch, etc., for sale also.

\$500—Two lots. Heywood avenue, adjoining the Park; 60x120 each; rich black loam and under cultivation.

FOR SALE—7 roomed modern dwelling, just off car line; sewer connections, bath and stable; good cellar; fruit trees, etc. Terms \$1,350.

FOR SALE—Government street, near the Fountain, lots from \$500 up. Easy terms.

FAIRM FOR SALE—300 acres, 90 under cultivation, balance rough grazing; all necessary buildings; 25 head cattle, 60 head horses, farming implements, etc.; only 15 miles from Victoria. This is a first class farm in every respect, and pays well.

\$1,250 will buy a 4 roomed modern cottage and lot within 5 minutes' walk of centre of city. Terms.

WATER LOT—\$500 will buy a water lot on St. Lawrence street, James Bay.

\$700—Lot Humboldt street, 60x120.

\$400—Lot on Toronto street, near Menzies. Can have sewer connection.

38 ACRES—4 miles from city, about 15 acres under cultivation; new cottage; good spring water. \$3,000.

FIFTH ST.—150. 2 lots 60x135 each; no rock; nicely situated. \$150 each.

\$100 CASH and \$25 per month will buy good \$3,000 2 story dwelling, with bath, electric light, new foundation, and all modern improvements.

CHEAP LOTS—Fairfield Estate, \$100 for lots 60x120; water lots \$200 each. \$100 cash, \$10 per month; interest 4 per cent. only; best of soil.

JAMES BAY—Full sized lots, \$400 each; well located. \$50 cash, \$10 per month.

SIMCOE ST.—Lot 60x240, all cleared, excellent soil; only \$800.

INSTANT PLAN—Houses for sale on this plan all over the city. Why pay rent when you can buy a home on the terms we offer?

FARM—Beautifully situated on Vancouver Island; 1/2 mile of water frontage; 30 acres under crop, which is the drained and all fenced; 3 acres in orchard; 1 acre in garden; handsome modern dwelling; outbuildings; brooder house; \$2,500. Cash or 12 months' payments.

FARMS—Call for new "Home List"—contains details of best farms for sale on Vancouver Island.

TO LET—"Oak Lee" situated on Oak Bay avenue; 7 rooms. Rent, \$12.00. Beaumont Boggs, 42 Fort Street.

TO LET—3 room dwelling, corner of Dallas road and Menzies street; hot and cold water, electric light and sewerage. Rent, \$21.50. Beaumont Boggs, 42 Fort Street.

TO LET—No. 21 Parry street, James Bay; 7 rooms, sewerage. Rent, \$12.00. Beaumont Boggs, 42 Fort Street.

BEACON HILL—Lots 50x150 each, facing the water, \$900 each; 1 lot 40x150, \$800; corner lot for \$900.

FOUL BAY—Water lots for sale. Call for particulars.

\$800—5 roomed cottage, all 50x120, corner lot, chicken house, few fruit trees; insured for \$700. A bargain.

FIRST ST.—\$250. Two lots 60x135 each, at this price per lot, near King's road.

THIRD ST.—\$300. Lot 60x135, front and back entrance.

FOURTH ST.—\$350. Lot 60x135, between Bay street and King's road.

HILLSIDE FARM ESTATE—Lots \$50 and upwards; also acreage in small parcels of from one to five acres; all cleared and under cultivation, at bed rock prices.

SIXTH ST.—2 lots, corner. \$500 each.

10 ACRES—6 room cottage, barn and outbuildings; 9 miles from city.

2 ACRES adjoining the Park, all under cultivation; nice building site; only \$2,800. A bargain.

\$1,000—One lot, \$1,000, near Douglas street and C. P. R. hotel. A bargain.

10 ACRES—All under cultivation; very handy to city and close to car line. Will subdivide. Terms.

DOUGLAS GARDENS—Only five lots left. Price \$1,000 each.

250 LOTS on Garbally road, just off Gorge road. \$250 each; 153 feet deep. Terms if necessary.

\$800 COTTAGE, Victoria West, in good order; handy to car.

\$950 COTTAGE—5 rooms, corner lot with stable. \$50 cash, \$15 per month.

\$1,000 NIAGARA ST.—6 roomed house, sewer connections. \$300 cash, \$15 per month.

ISLAND FOR SALE—A whole island for \$500; 4 acres cultivated; 3 roomed house and outbuildings.

SALT SPRING ISLAND—154 acres, 10 under cultivation; orchard, running stream of water; small house.

FARMS FOR SALE—Ask for printed list.

A. Williams & Co., Ltd.
104 YATES STREET.

TO LET—Nice 5 roomed cottage, Rihet street; sewer connections. \$15 per month, including water.

TO LET—7 roomed house, Stanley avenue; all modern conveniences. \$18 per month.

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FOR RENT

Very Fine Well-Furnished Residence in best suburb of the city.
Good and Convenient Cottage on Scoresby Street.
Convenient Cottage on Fort Street, above Quadra.
Fine Two-Storey House on Niagara Street.

**PEMBERTON & SON, 45 Fort Street
VICTORIA, B. C.**

TO LET

Or Lease for a Term of Years
HATLEY PARK, COLWOOD

250 acres, of which 40 acres are under cultivation; well watered; 7 1/2 miles from Victoria. Further particulars apply to

A. W. JONES, LIMITED
28 Fort Street

ROSLYN COAL

This excellent coal is fast gaining favor in Victoria. Orders continually repeated. Try it. Delivered in Lump, Sack or Nut, at current prices.
For Sale by **R. DAVERNE, Sole Agent,**
Dealer in Cordwood, Cutwood and Bark.
OFFICE AND YARD, 43 BLANCHARD ST. AND WARREN'S WHARF, JAMES BAY.
TELEPHONE 87.

ELECTRIC HEAT

The difficulty of heating small rooms which are not fitted with fire places is easily surmounted at very little cost by using an electric radiator. They take up very little space, are an ornamental addition to the room and can be switched on or off at will, which is a great economy. We have a new shipment to show you.

HINTON ELECTRIC CO., LD.

29 GOVERNMENT STREET, VICTORIA, B. C.

POTATOES! POTATOES!

TRY THEM

TRY THEM

We guarantee our Potatoes good for either boiling or baking. Free Delivery.

SYLVESTER FEED CO. - 87-89 Yates St.

THE STANDARD LIFE ASSURANCE COMPANY

ISSUES

LIFE POLICIES

FOR

TOURISTS AND TRAVELLERS

WITHOUT MEDICAL EXAMINATION

For Rates, Apply to

ROBERT WARD & CO., LIMITED

TEMPLE BUILDING, VICTORIA, B. C.

NEW YORK HIGHBINDER.

New York, Jan. 24.—War broke out in the streets of Chinatown today between two rival Chinese societies, the Hip Sing and the On Longs, two Chinamen being killed.

JEWS GRANTED RIGHTS.

St. Petersburg, Jan. 12.—Further concessions have been granted to the Jews by the Government of Russia, where they enjoy the right of domicile by the addition of one hundred and thirty three places, in the country district, where they will be permitted to reside without hindrance.

BULL PLEADS GUILTY.

Buffalo, Jan. 24.—Mayor J. N. Adam today addressed a letter to Police Commissioners Doherty and Rupp asking to be excused from sitting in the trial of Superintendent Bull who is charged with failing to turn in to the city treasurer money received from dog and pistol permits. Mayor Adam made his request on the ground that the commissioners were both guilty of the same offence upon which they proposed to try Bull, and that the proposed trial was designated to thwart a trial on more serious charges. The commissioners voted not to excuse the mayor but the latter left the room after the proceedings began. Superintendent Bull pleaded guilty to three specifications relating to the alleged misuse of \$9,000 of the police pension fund and "guilty" to the charge of neglect of duty.

"I have advised Superintendent Bull to plead guilty," said his attorney, "but I desire to say that he has not used a

WE CARRY ALL THE GOOD SELLERS

IN WHOLESALE GROCERIES

Goods that will Reach Your Custom and Hold It For You

Mail and Telephone Orders Promptly Attended to

S. Leiser & Co, Ltd, Wholesale Grocers, Manufacturers' Agents, Etc.

Use Telephone to Vancouver.

Use telephone to Vancouver.

First Meeting of New School Board

Some Initial Business Transacted at Last Evening's Session.

Miss Cameron Raises Question as to Conduct of Illegitimate School Teacher.

The first meeting of the newly elected board of school trustees was held yesterday evening in the city hall, there being present Trustees Mrs. Jenkins, Miss Cameron, and Huggett, Jay, Lewis, Hall and Mowat.

Miss Cameron was introduced to the board by Trustee Mowat.

Standing committees were named as follows:—

Finance—Trustees Jay, Jenkins and Hall.

Buildings and Grounds—Trustees Mowat, Cameron and Lewis.

A list of the estimates was presented. They are expected to be about the same as last year.

The following motion was moved by Trustee Mowat and seconded by Trustee Mrs. Jenkins: "That the office of supervisor of drawing and manual training be created; and that Mr. Binns be appointed to the position without increase of salary."

It was moved in amendment by Trustee Jay and seconded by Trustee Lewis that a committee be appointed to take up the matter and report to the board. This was carried.

Before the motion of adjournment was moved Miss Cameron rose and stated that she wanted some light on the action of Mr. Andrews of the High School, who, it appears, according to Miss Cameron's statement, has been holding a royal commission of his own on some of the pupils of the High School in connection with the drawing investigation.

Miss Cameron wanted to know if he had a right to do so or on whose authority he had acted.

The board was positive that he got no authority from them.

Mr. Eaton doubted that Mr. Andrews had done anything of the kind, whereupon Miss Cameron said that she had been told so by the pupils and parents themselves, who complained very strongly against the action of the said teacher.

Trustee Jay thought that this matter should not be brought up before the board without further particulars.

Miss Cameron was of the opinion that Mr. Andrews should make an explanation to the board.

Mr. Eaton suggested that a committee be appointed to investigate the matter and bring the affair before the board.

Miss Cameron said that she was willing to fall into line and do whatever was advisable.

But before the suggestion of Mr. Eaton was carried on Trustee Jay thought that Miss Cameron should take the board into her confidence and give the names of the children in question and the source of her information.

Mr. Hall asked the superintendent if he had heard any complaints.

Mr. Eaton said that he had, from one child, and on investigating the matter learned that Mr. Andrews had told him that the pupil had told his opinion of the drawing affair of his own free will.

Mr. Huggett said that he knew nothing at all of the matter.

Mr. Mowat had heard a complaint from the same party but thought that the matter had been fixed up all right.

Miss Cameron moved that a committee be appointed to investigate the actions of Mr. Andrews re the royal commission and report to the board. Trustee Hall seconded Miss Cameron's motion.

Trustee Jay was strongly opposed to the motion until Miss Cameron could give more facts concerning the alleged affair. He moved in amendment that further consideration of the matter be laid over pending the finding of the royal commission. Trustee Lewis seconded the amendment, which was carried.

Trustee Mrs. Jenkins moved that the meeting be adjourned until Monday next. Carried.

Dangerous Rocket.—Last evening while Mr. Fish, an employee of Messrs. McCandless Bros. & Cathcart, was returning to work along Government street in the vicinity of Chinatown, he was suddenly struck upon the head by a spent rocket. For the time being he was partly dazed, and on reaching Mr. Shotbolt's drug store nearly fainted.

St. Andrews Presbyterian.—The annual meeting of St. Andrews Presbyterian Church was held last night, and was well attended by members of the congregation. Rev. W. Leslie Clay occupied the chair and Mr. Henry Currie acted as secretary. Reports submitted by the session, board of management, Sabbath school and various auxiliary societies showed satisfactory progress in all departments of work. The revenue from all sources was \$7,957.18. The fortieth anniversary of the founding of the congregation is being celebrated on Sunday, Jan. 29, and it was resolved to celebrate that event by a determined effort to pay off the entire debt on the church building and by appropriate services on or about that date. The following gentlemen were elected to fill seats on the board of management in place of those whose terms of office had expired: M. J. Lamberton, W. K. Houston, James Bland, A. Hood, W. C. Kerr, Alex. Cruickshanks and J. G. Hay.

PERSONAL.

Hon. Forbes G. Vernon returned last evening after an eight months' visit to the Old Country.

The many friends of Capt. W. and Mrs. O'Leary, who have been in the city since recovering from his severe illness, are glad to hear that he is now in the city, a guest at the Dominion.

P. Farrell, emigration agent of the C. P. R., is in town, a guest at the Dominion.

R. Marpole, C. P. R. superintendent, arrived in the city on Tuesday night from Vancouver, accompanied by Mrs. Marpole, and during his stay in the city is the guest of Col. Holmes, D. O. C. Interviewed by a Colonist reporter, Mr. Marpole said that his business here was to discuss the affairs of the B. & N. Railway and make certain arrangements which had been held over in consequence of his absence. He is accompanied by Mr. Cartwright, the division engineer, and the master mechanic. Mr. Marpole expects to conclude his business today and will return to Vancouver by tomorrow morning's boat.

ARRIVALS AT CITY HOTELS.

The Dryad

T. Kiddie, Crofton; Dr. Bell-Irving, Faithful, Begg, T. J. Langlois, Vancouver; H. J. Bigger, Portland; H. C. Bellinger, Salt Lake; W. K. Essling, Rossland; A. T. Watt and wife, Victoria; H. B. Morley, Vancouver; A. F. R. Sowden, Toronto; H. Wharton, Van And; G. F. Cowan, C. P. Peters, C. E. Cartwright, Vancouver; Jno. Durney, Bulkley Valley; R. Hamilton, D. F. Dickson, Vancouver; Wm. Sloan, M. P., Nanaimo.

The King Edward

R. O. Carbee and wife, San Francisco; J. E. Ward, A. Stewart, Vancouver; H. J. Barber and wife, Chilliwack; S. A. Cawley, Chilliwack; Chas. Sangster, A. F. Barber, Vancouver.

The Victoria

R. T. Spieker, New Westminster; J. M. Rieley, S. Lyons, Santa Barbara, Cal.; A. S. Williams, Vancouver; F. W. Farncombe, Robt. Ellwood, New York; Jas. Gibson, Vesta, Wash.; C. B. Worsnap, Geo. Fortin, Vancouver; Geo. Digel, Stevenson; Capt. Harris, Honolulu.

The Dominion

Christine Bundgaard, Annie Bundgaard, Chicago; T. S. Bousfield, Capt. J. M. Smith, Winnipeg; L. F. Hodges, L. F. Sibley, Seattle; E. Woodridge, Vancouver; A. J. Wood, Seattle; J. Willis, Vancouver; A. G. Wallace, Portland; R. G. Morrison, Vancouver; E. M. Hett, Toronto; C. L. Queen, Vancouver; E. W. Calhoun, Kamloops; John T. Bruce, Vancouver; Thomas McKee, Melita, Man.; E. V. Druce, F. W. Parker, Seattle; J. H. Forzey, La Riviera, Man.; A. P. Yates, Nanaimo; Samuel Roberts, Sidney; F. B. Manson, Nanaimo; Thos. Hamilton, Manitoba.

The Balmoral

Mrs. and Miss Reade, Mt. Tolmie; E. Ross, Tillard, Winnipeg; G. Llewellyn Wood, South Pender.

The Queens

J. A. Cunningham, F. L. Harrison, Jas. Freeman, Shawinigan Lake; Major MacFarlane, Coburn Hill; James Niddall, Ladysmith; J. P. Clark, Tacoma; Mr. Richards, Vancouver; Jas. Freeman, Shawinigan Lake; Ob. Wawany, Seattle; Austin Berg, Seattle; John Berg, John Erickson, E. Erickson, E. Roberts, Lord, Sask.; W. Leaman, Nanaimo; John Watkinson, Osh. S. Rasmussen, Tacoma; C. E. Freestone, H. Bolla, Calgary; S. R. Ryals, Calgary; E. Hartmann, Vancouver; J. S. Walker, Vancouver; P. P. Lester, Seattle; Mr. Bond, Salt Spring Island.

"How long, how long,
In infinite pursuit
Of this and that
Endeavor and dispute?
Better be merry
With the fruitful grape
Than sadden after none,
Or bitter, fruit."

PURE RHINE WINE

ASK YOUR GROCER FOR THIS WINE, SOME CHOICE VINTAGES OF WHICH WE ARE JUST DISTRIBUTING :

PITHER & LEISER
WHOLESALE AGENTS
YATES STREET
VICTORIA, B. C.

P. L. 683

We Just Wish to Remind You

That there are only a few more applying days before January 31, on which day our

EXTRAORDINARY DRAWING TAKES PLACE

Remember, every \$1.00 spent with us entitles you to a chance. Do not delay.

For anything in the music line COME TO US.

M. W. Waitt & Co., Ltd.
44 GOVERNMENT STREET

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CORNER
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DOUGLAS
STREETS,
VICTORIA,
B. C.

H. L. 685

Vancouver; A. F. R. Sowden, Toronto; H. Wharton, Van And; G. F. Cowan, C. P. Peters, C. E. Cartwright, Vancouver; Jno. Durney, Bulkley Valley; R. Hamilton, D. F. Dickson, Vancouver; Wm. Sloan, M. P., Nanaimo.

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"SILVER PLATE THAT WEARS"

A Touch of Elegance is given to any table by the use of attractive silverware

"1847 ROGERS BROS."

SPOONS, FORKS, ETC. are unequalled in quality and beauty of design.

In buying Coffee Sets, Dishes, Trays, etc., ask for the goods of

MERIDEN BRIT & CO.

Use telephone to Vancouver.

David Spencer Ltd.

WESTERN CANADA'S BIG STORE

JANUARY SALE NEWS for TODAY

WE TAKE STOCK ON FEBRUARY 1st.

The Following Lines Are Priced for a Quick Clearance Today

16 Drivers' and Teamsters' Overcoats

With heavy storm collar, belted back, Oxford frieze. Values \$6.50, \$8.75 and \$9.50

TODAY, \$4.90

68 BOYS' SUITS

Values \$4.50 and \$5.75 for \$2.75

Sizes 23 to 33.

Boys' Grey Tweed Suits with neat stripes. Regular \$4.50. Today.....\$2.75
Fancy Imported Tweeds. Regular \$5.75. Today.....\$2.75
Imported Fine Worsted, (sizes up to 28 only). Regular \$5.50. Today.....\$2.75

Boys' Fleece Shirts and Drawers

Small sizes; regular up to 30c. Today, 15c.
Large sizes; regular up to 40c. Today, 25c.

Boys' Scotch Wool Underwear

Regular values 25c. to 65c. Today, 15c. to 35c.

Fancy Polka Dot and Galatea Shirts for Boys

Collar attached; all sizes; regular 50c. Today, 25c.

130 More Suits at \$5.00

We have 130 Suits for Men, which will be put on sale today at \$5.00; regular \$10.00, \$12.50 and \$15.00.

Men's Heavy All-Wool Socks

Regular 25c. Today, 15c.

Men's Brown Merino Socks

Regular 25c. Today, 15c.

Toilet Soaps

50 dozen Brown Windsor, 25c. doz.

Japanese Lily Toilet Soap

24 dozen; 75c. dozen.

Pine Tar Soap

Large Cake, 5c.

Note Paper and Envelopes

500 Boxes, 15c.; 24 sheets and 24 envelopes in each box.

Lead Pencils

Hexagon (yellow glass finish), 100 dozen. January Sale Price, 15c. dozen.

Silurian Blue Note Paper and Envelopes

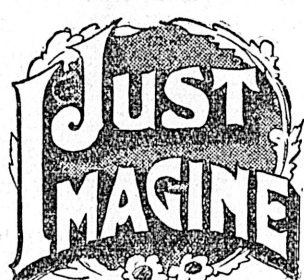
Paper, 5c. quire. Envelopes, 5c. package.

Women's Ribbed Cashmere Hose

100 pairs in the 75c. quality. January Sale Price, 50c.
50 pairs in the 50c. quality for 40c.

Fleece Lined Cotton Stockings

Sizes 8 1/2, 9 and 9 1/2. January Sale Price, 3 pairs for 50c.



How quickly you could accumulate a fortune and provide for the future by saving a few dollars every week and making them work for you.

The man with money saved is independent. He is generally successful and ahead of the man who has never learned the first lesson in economy.

We solicit savings accounts and pay 4 per cent. interest on deposits.

THE B.C. PERMANENT LOAN & SAVINGS CO.
39 Government Street, Victoria

A Public Meeting will be held in the Council Chamber, City Hall, on Friday evening next, the 29th instant, at 8 o'clock, to take into consideration the matter of the dreadful disaster of the S.S. Valencia, the other lamentable disasters which recently occurred on the West Coast of Vancouver Island, and to take such action, and make such representations to the proper authorities, as may be deemed advisable with the object of securing the most complete protection possible on the West Coast to ocean-going vessels bound to, or from, Victoria.

A. J. MORLEY, Mayor.

Victoria, B. C., January 24, 1906.

NOTICE is hereby given that an application will be made to the Parliament of Canada, at the next session thereof, for an Act authorizing the Pacific Bank of Canada to change its name to United Empire Bank of Canada, and its head office from the City of Victoria, in the Province of British Columbia, to the City of Toronto, in the Province of Ontario, and to increase its capital stock from the sum of \$2,000,000 to \$5,000,000, and to extend the term within which it is to obtain the certificate required by Section Fourteen of the Bank Act, and to confirm all acts done and agreements entered into by the Applicants as shown in the Recorded Minutes of their meetings.

DuVERNET, JONES, ROSS & ARDAGH, Solicitors for Applicants. Jan 25

HIGHLY IMPORTANT AUCTION

AT SALEROOMS, 77-79 DOUGLAS ST.,
Friday, 26th January
2 P. M.,
Under instructions from CAPT. C. H. BUNBURY, R. E.

MAHOGANY, CHIPPENDALE AND SHERATON GOODS

Devoport and Overstuffed Chair (by Maple & Co., London), very fine Sheraton Tea Table (with Glass Tray), 6 Carved Mahogany Chairs; Birch Chairs, Chippendale Chairs, Ladies' Writing Desks, Gipsy Table, Uph. Rockers, Mahogany Hook-case and Desk combined, Oak Centre Tables, Overmantel, Colored Glass and Brass Fire Screen, Comie and Sporting Pictures, Mirrors, New Singer Hand Sewing Machine, Oak Roll Top Desk, Oak Cabinet, Oak Office Chair, Brass Fire Irons and Stand, Silver-plated and Brass Lamps and Candlesticks, Cut Glass Decanters, China, Electric Lamps, Cruets, Traveling Clocks, Solid Oak Bedroom Suite, Bed, Linen, Blankets, House Plants, large Tent, etc. Also a Consignment of Very Valuable

East Indian, Turkish and Persian

RUGS

Of various sizes, beautiful designs and better quality than any ever sold in the province before.

Now on view. Dogs and children not allowed on the premises.

Wm. T. Hardaker
AUCTIONEER

Steamer Venture

WILL SAIL FOR

Northern B. C. Ports

—ON—

Monday, Jan. 29th, 9 p.m.

Calling at Kitimat and Massett this trip

JOHN BARNESLEY & CO.

AGENTS

Messrs. L. EATON & CO.

AUCTIONEERS AND COMMISSION AGENTS
WILL HOLD AN

AUCTION SALE

—ON—

Saturday Evening, January 27

AT 8 O'CLOCK.

When they will sell a large quantity of Egg-shell China Cups and Saucers, Glassware, Pictures, Electro-Plated and other goods too numerous to mention.

Having been instructed by Edward Dickenson, Esq., they will dispose of the whole of his valuable Household Furniture at their Saleroom, on Wednesday, January 31, at 2 p. m.

Further Particulars Later.

The Auctioneers, L. EATON & CO.

COMPULSORY AUCTION SALE

At our Salerooms, 58 Broad Street.

TODAY

2 P. M.

DESIRABLE FURNITURE

Including: 2 Very Nice White Enamelled, Full-sized Bedsteads, Woven Wire and Top Mattresses, Handsome Oak Dresser, Oak Settee, 3 1/2 and Full-size Bedsteads, 100 Yards of Slightly Soiled Ollecloth, 5 Hand-some British Vate Mirror, Commode, Chair, Rocker, Uph. Chair, Brussels Carpet, Carpet Squares, Dining Room Extension Table, Air-tight Heaters, Large Hall Stove; also 1 Gram-ophone.

MAYNARD & SON

AUCTIONEERS

NOTICE.

Tenders will be received up to and including January 31, for clearing and leveling the proposed athletic ground, comprising in blocks 32 and 33, Ladysmith. The work to be completed by March 15 to the satisfaction of the committee. Tenders to be sealed and addressed to the Secretary. Lowest or any tender not necessarily accepted.

HUGH THORNLEY, Secy of Committee.

Ja25

Use Telephone to Ladners.

